

Appendix T

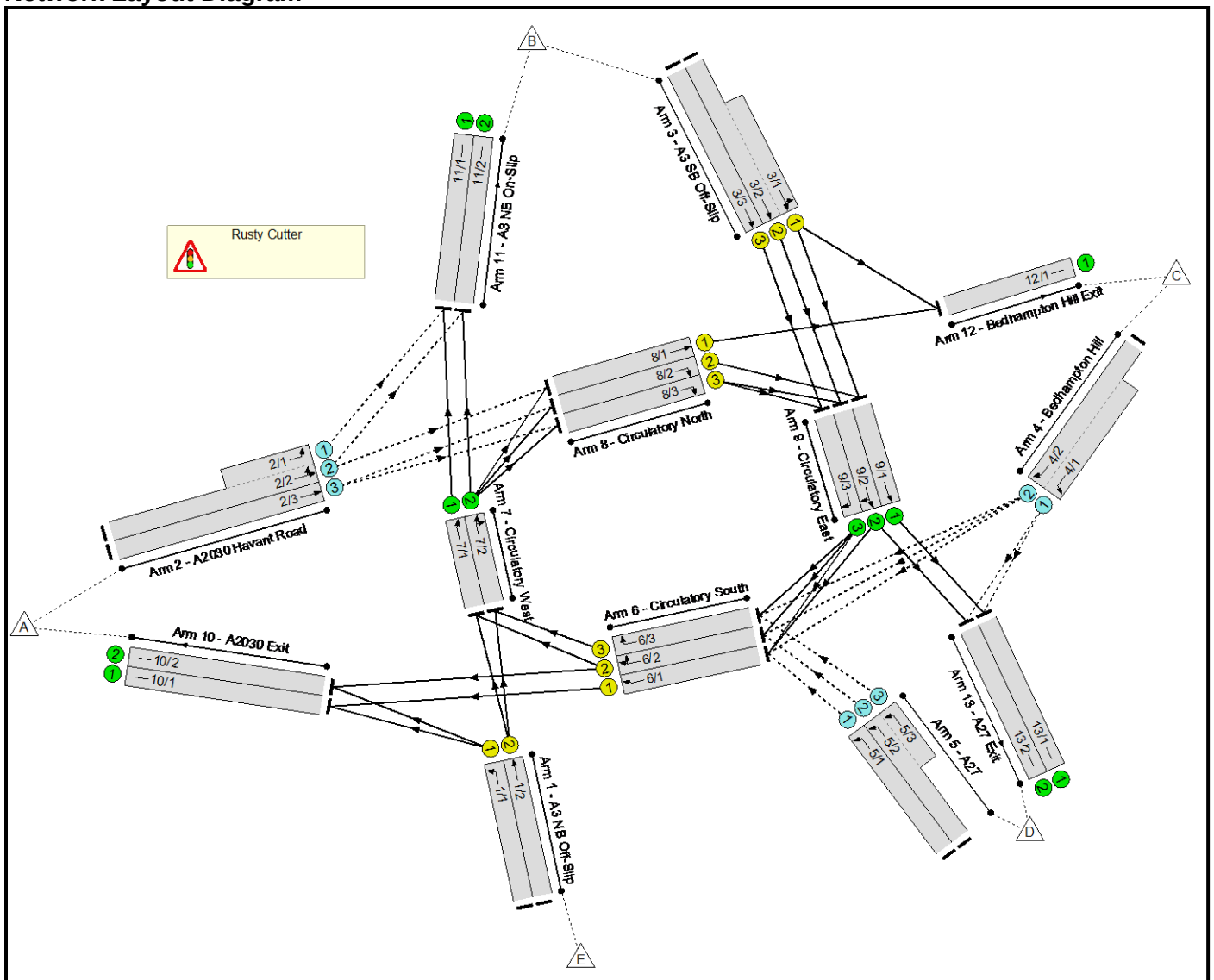
Full Input Data And Results

Full Input Data And Results

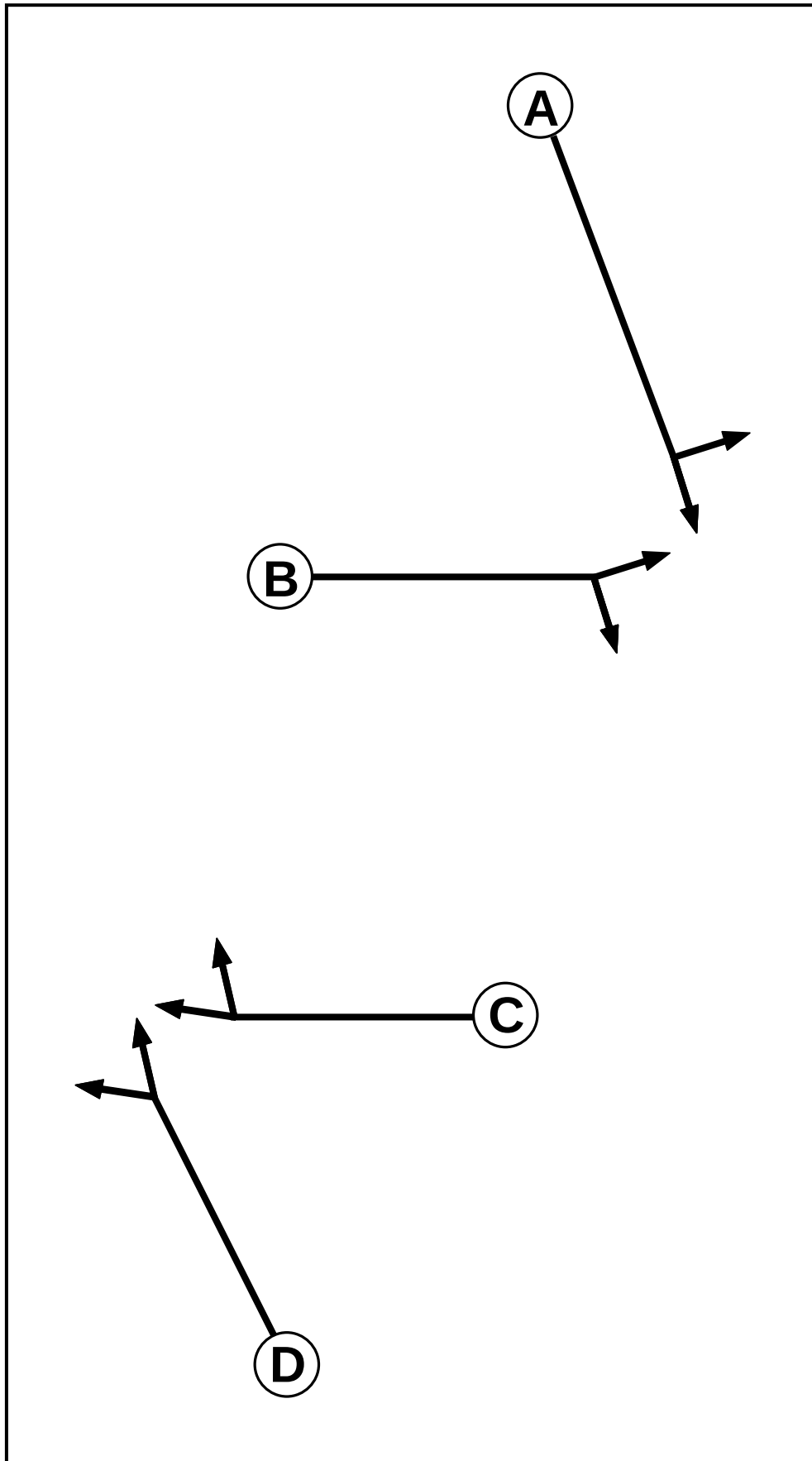
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	Rusty Cutter Junction Modelling – AM (2016 Baseline)
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v6 2016 Base AM - RAD - Without Optimisation.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

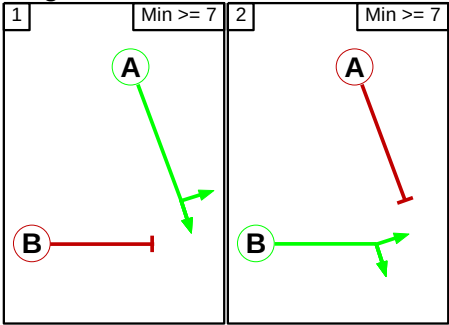
Terminating Phase	Starting Phase				
		A	B	C	D
	A		7	-	-
	B	7		-	-
	C	-	-		7
	D	-	-	7	

Phases in Stage

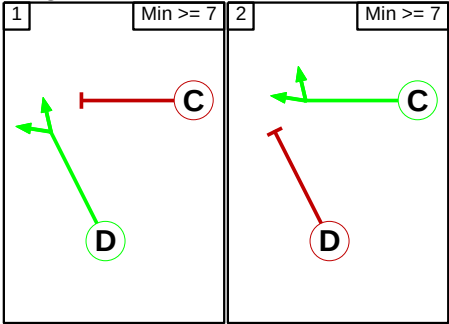
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (A2030 Havant Road)	11/1 (Left)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	To 11/2 (Ahead)					
2/2 (A2030 Havant Road)	8/1 (Ahead)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	All					
	11/2 (Left)	1181	0	7/1	0.34	All					
				7/2	0.34	To 11/2 (Ahead)					
2/3 (A2030 Havant Road)	8/2 (Ahead)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	All					
	8/3 (Ahead)	1181	0	7/1	0.34	All					
				7/2	0.34	All					
4/1 (Bedhampton Hill)	13/1 (Left)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
	13/2 (Left)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
4/2 (Bedhampton Hill)	6/1 (Ahead)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
				9/3	0.39	All					
	6/2 (Ahead)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
				9/3	0.39	All					
	6/3 (Ahead)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
				9/3	0.39	All					

Full Input Data And Results

5/1 (A27)	6/1 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-
5/3 (A27)	6/3 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-

Full Input Data And Results

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Left	38.00
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.20	0.00	N	Arm 7 Ahead	38.00
2/1 (A2030 Havant Road)	O		2	3	7.0	Geom	-	4.80	0.00	Y	Arm 11 Left	Inf
2/2 (A2030 Havant Road)	O		2	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
2/3 (A2030 Havant Road)	O		2	3	60.0	Geom	-	4.10	0.00	N	Arm 8 Ahead	Inf
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	70.00
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Bedhampton Hill)	O		2	3	12.5	Geom	-	5.00	0.00	Y	Arm 13 Left	Inf
4/2 (Bedhampton Hill)	O		2	3	60.0	Geom	-	4.70	0.00	N	Arm 6 Ahead	Inf
5/1 (A27)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	40.00
5/2 (A27)	O		2	3	7.0	Geom	-	3.50	0.00	N	Arm 6 Left	40.00
5/3 (A27)	O		2	3	5.2	Geom	-	3.60	0.00	N	Arm 6 Left	40.00
6/1 (Circulatory South)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circulatory South)	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Circulatory South)	U	C	2	3	15.8	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf

Full Input Data And Results

7/1 (Circulatory West)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 12 Ahead	Inf
8/2 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 9 Right	Inf
8/3 (Circulatory North)	U	B	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 9 Right	Inf
9/1 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 AM Peak'	07:30	08:30	01:00	

Scenario 1: '2016 AM Peak' (FG1: '2016 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	311	233	319	0	863
	B	342	0	56	1027	0	1425
	C	215	51	0	353	0	619
	D	240	773	35	0	0	1048
	E	39	2	171	489	0	701
	Tot.	836	1137	495	2188	0	4656

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 AM Peak
Junction: Rusty Cutter	
1/1	39
1/2	662
2/1 (short)	272
2/2 (with short)	544(In) 272(Out)
2/3	319
3/1 (short)	542
3/2 (with short)	1083(In) 541(Out)
3/3	342
4/1 (short)	353
4/2 (with short)	619(In) 266(Out)
5/1	240
5/2 (with short)	808(In) 404(Out)
5/3 (short)	404
6/1	518
6/2	708
6/3	430
7/1	430
7/2	1091
8/1	439
8/2	405
8/3	403
9/1	891
9/2	944
9/3	342
10/1	538
10/2	298
11/1	702
11/2	435
12/1	495
13/1	1068
13/2	1120

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	85.7 %	2205	2205
				Arm 11 Left	Inf	14.3 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.7 %	1971	1971
				Arm 12 Left	70.00	10.3 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	60.6 % 39.4 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

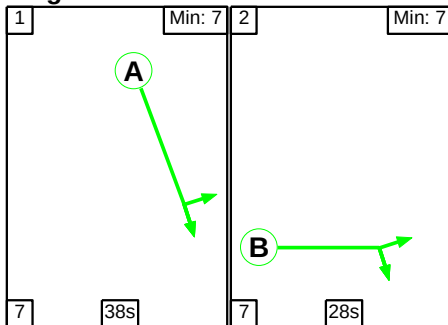
Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

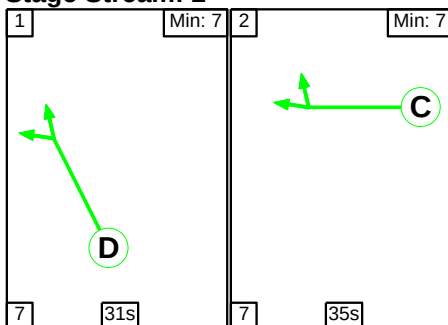
Scenario 1: '2016 AM Peak' (FG1: '2016 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

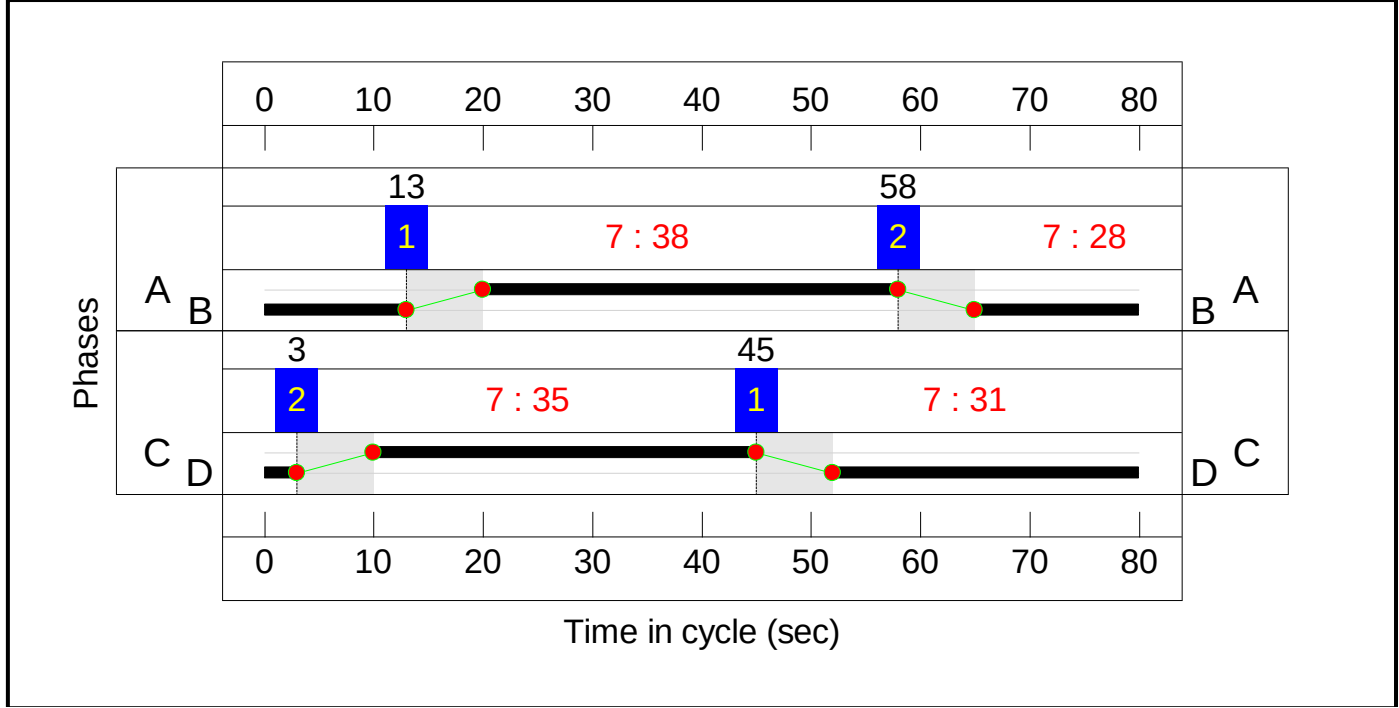
Stage Stream: 1

Stage	1	2
Duration	38	28
Change Point	13	58

Stage Stream: 2

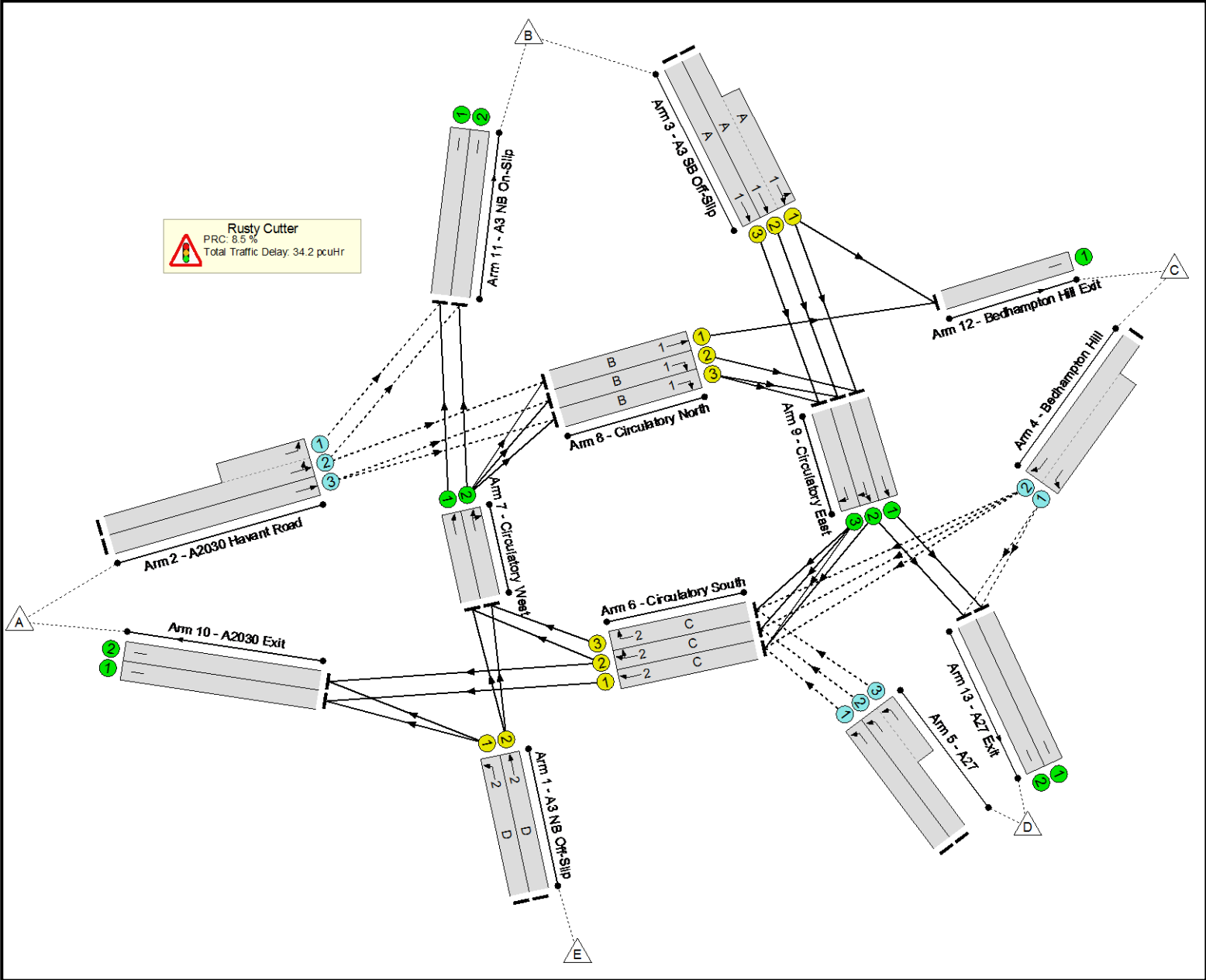
Stage	1	2
Duration	31	35
Change Point	45	3

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	31	-	39	1900	760	5.1%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	31	-	662	1996	798	82.9%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	544	2205:2095	683+683	39.8 : 39.8%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	319	2165	664	48.1%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	38	-	1083	2135:1971	720+721	75.1 : 75.1%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	38	-	342	2135	1041	32.9%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	619	2225:2115	605+736	44.0 : 48.0%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	240	2039	1051	22.8%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	808	2029:2039	1017+1017	39.7 : 39.7%
6/1	Circulatory South Ahead	U	2	N/A	C		1	35	-	518	2015	907	57.1%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	35	-	708	1955	880	80.5%
6/3	Circulatory South Right	U	2	N/A	C		1	35	-	430	1955	880	48.9%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	28	-	439	1955	709	61.9%
8/2	Circulatory North Right	U	1	N/A	B		1	28	-	405	1955	709	57.1%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	28	-	403	1915	694	58.1%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1068	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1120	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	4501	0	0	23.0	11.1	0.0	34.2	-	-	-	-
Rusty Cutter	-	-	4501	0	0	23.0	11.1	0.0	34.2	-	-	-	-
1/1	39	39	-	-	-	0.2	0.0	-	0.2	17.2	0.5	0.0	0.6
1/2	662	662	-	-	-	4.0	2.3	-	6.3	34.3	13.1	2.3	15.4
2/2+2/1	544	544	1088	0	0	0.0	0.3	-	0.3	2.3	0.8	0.3	1.2
2/3	319	319	319	0	0	0.0	0.5	-	0.5	5.5	1.4	0.5	1.9
3/2+3/1	1083	1083	-	-	-	4.3	1.5	-	5.8	19.3	8.4	1.5	9.9
3/3	342	342	-	-	-	1.2	0.2	-	1.4	15.1	4.6	0.2	4.8
4/2+4/1	619	619	1238	0	0	0.3	0.4	-	0.7	4.3	2.0	0.4	2.4
5/1	240	240	240	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
5/2+5/3	808	808	1616	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	518	518	-	-	-	2.6	0.7	-	3.3	23.0	8.0	0.7	8.7
6/2	708	708	-	-	-	4.0	2.0	-	6.0	30.4	12.3	2.0	14.3
6/3	430	430	-	-	-	1.8	0.5	-	2.3	19.5	6.7	0.5	7.2
7/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	439	439	-	-	-	1.9	0.8	-	2.8	22.6	6.2	0.8	7.0
8/2	405	405	-	-	-	1.3	0.7	-	2.0	17.8	3.9	0.7	4.6
8/3	403	403	-	-	-	1.3	0.7	-	2.0	18.1	3.9	0.7	4.6
9/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1120	1120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1Stream: 1 PRC for Signalled Lanes (%):19.8Total Delay for Signalled Lanes (pcuHr):14.02Cycle Time (s):80 C1Stream: 2 PRC for Signalled Lanes (%):8.5Total Delay for Signalled Lanes (pcuHr):18.09Cycle Time (s):80 PRC Over All Lanes (%):8.5Total Delay Over All Lanes(pcuHr):34.17													

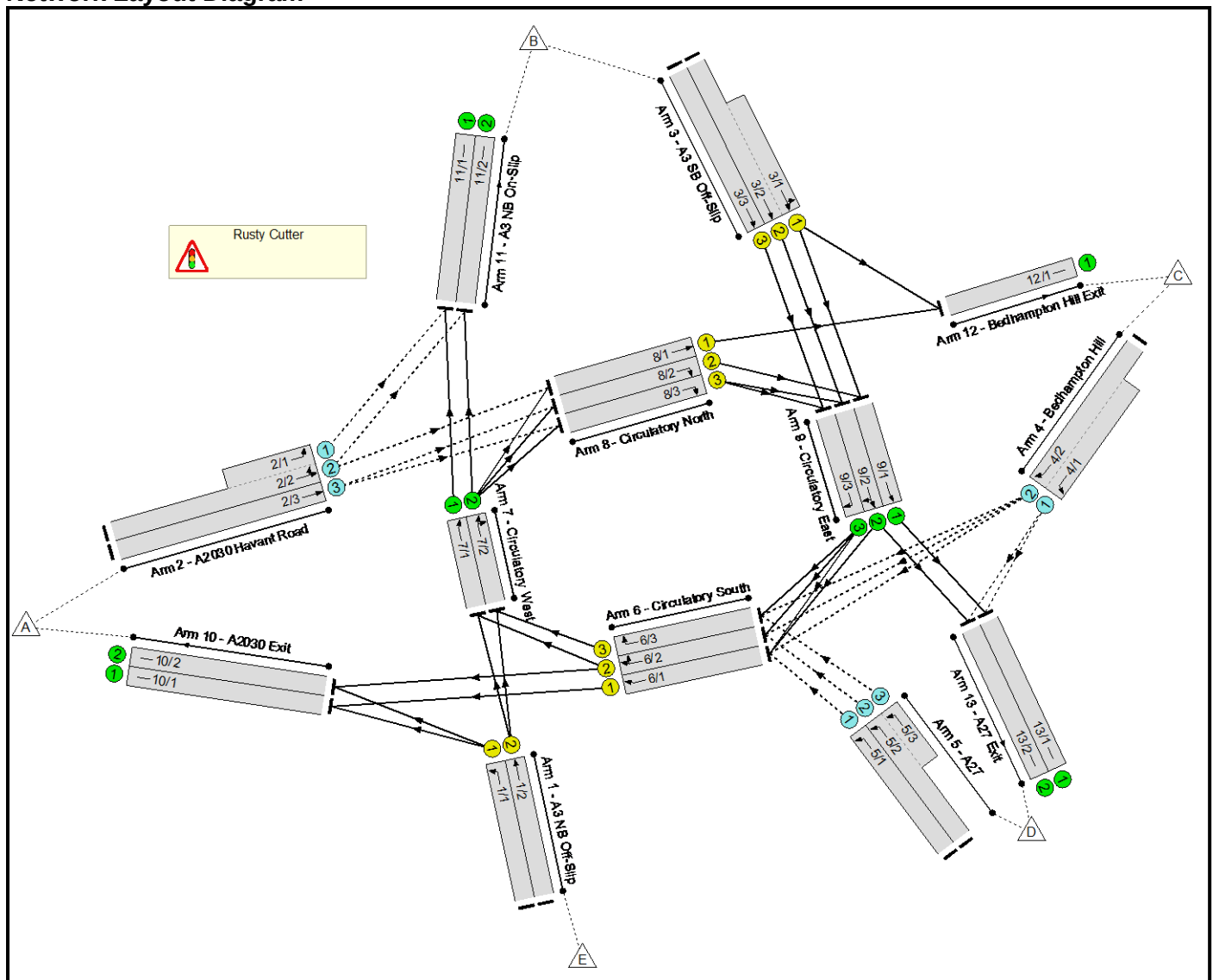
Full Input Data And Results

Full Input Data And Results

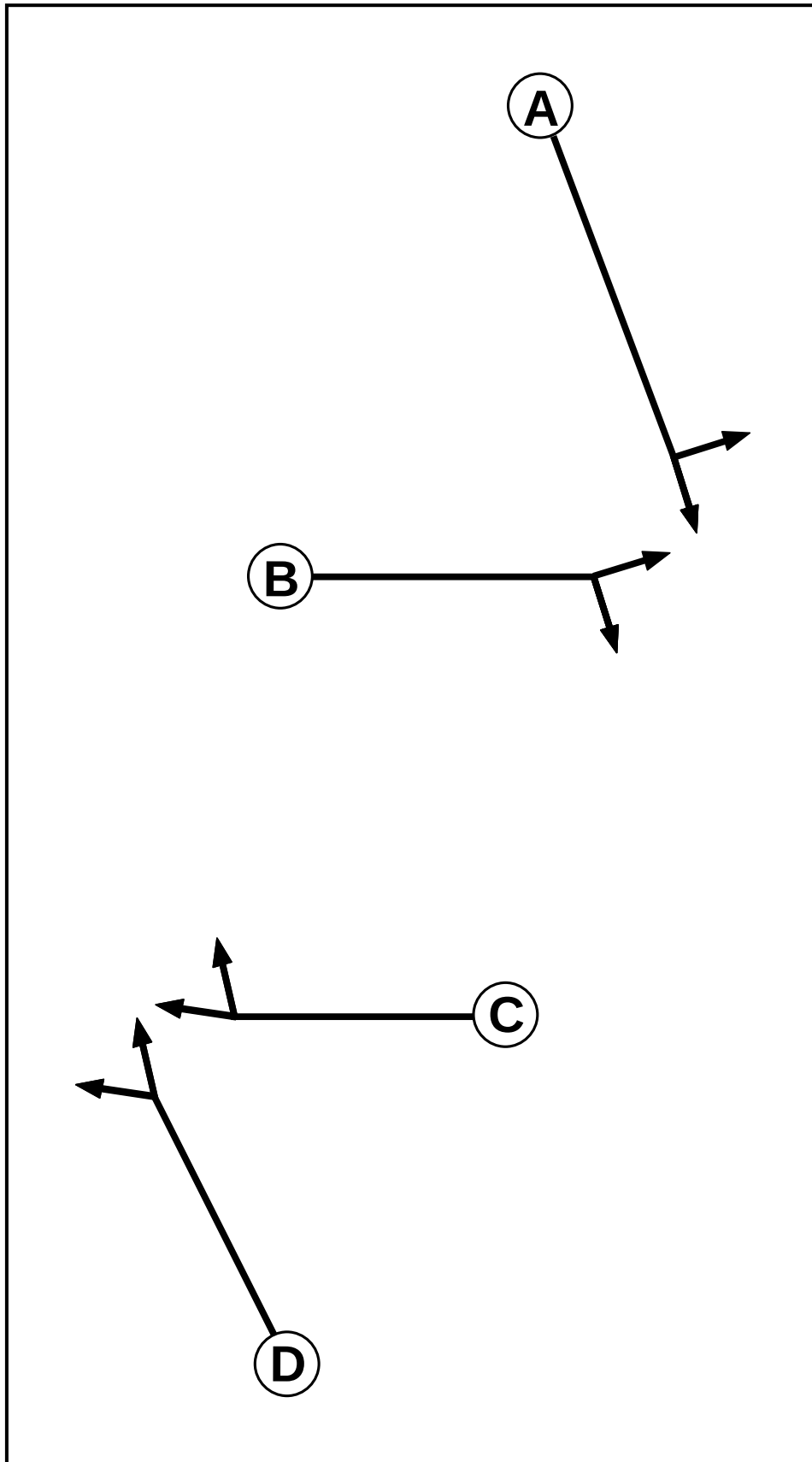
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	Rusty Cutter Junction Modelling – PM Peak (2016 Baseline)
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v6 2016 Base PM - RAD - Without Optimisation.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

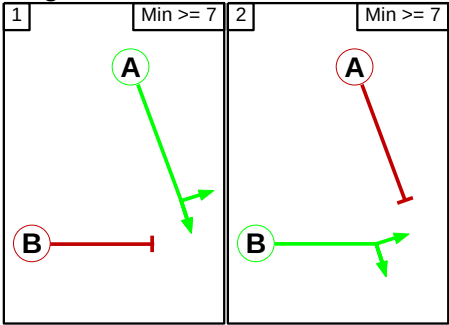
	Starting Phase				
Terminating Phase		A	B	C	D
	A		7	-	-
	B	7		-	-
	C	-	-		7
	D	-	-	7	

Phases in Stage

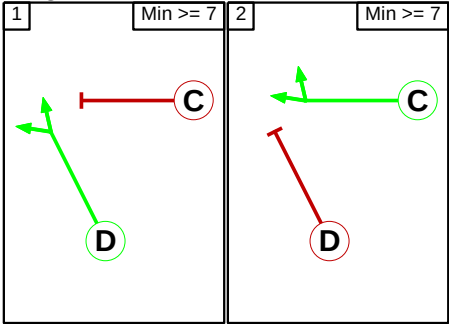
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (A2030 Havant Road)	11/1 (Left)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	To 11/2 (Ahead)					
2/2 (A2030 Havant Road)	8/1 (Ahead)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	11/2 (Left)	1175	0	7/1	0.33	All					
				7/2	0.33	To 11/2 (Ahead)					
2/3 (A2030 Havant Road)	8/2 (Ahead)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	8/3 (Ahead)	1175	0	7/1	0.33	All					
				7/2	0.33	All					
4/1 (Bedhampton Hill)	13/1 (Left)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
	13/2 (Left)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
4/2 (Bedhampton Hill)	6/1 (Ahead)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
				9/3	0.47	All					
	6/2 (Ahead)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
				9/3	0.47	All					
	6/3 (Ahead)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
				9/3	0.47	All					

Full Input Data And Results

5/1 (A27)	6/1 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-
5/3 (A27)	6/3 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Left	38.00
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.20	0.00	N	Arm 7 Ahead	38.00
2/1 (A2030 Havant Road)	O		2	3	7.0	Geom	-	4.80	0.00	Y	Arm 11 Left	Inf
2/2 (A2030 Havant Road)	O		2	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
2/3 (A2030 Havant Road)	O		2	3	60.0	Geom	-	4.10	0.00	N	Arm 8 Ahead	Inf
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	70.00
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Bedhampton Hill)	O		2	3	12.5	Geom	-	5.00	0.00	Y	Arm 13 Left	Inf
4/2 (Bedhampton Hill)	O		2	3	60.0	Geom	-	4.70	0.00	N	Arm 6 Ahead	Inf
5/1 (A27)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	40.00
5/2 (A27)	O		2	3	7.0	Geom	-	3.50	0.00	N	Arm 6 Left	40.00
5/3 (A27)	O		2	3	5.2	Geom	-	3.60	0.00	N	Arm 6 Left	40.00
6/1 (Circulatory South)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circulatory South)	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Circulatory South)	U	C	2	3	15.8	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf

Full Input Data And Results

7/1 (Circulatory West)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 12 Ahead	Inf
8/2 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 9 Right	Inf
8/3 (Circulatory North)	U	B	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 9 Right	Inf
9/1 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On- Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On- Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 PM Peak'	16:00	17:00	01:00	

Full Input Data And Results

Scenario 1: '2016 PM Peak' (FG1: '2016 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	262	335	226	0	823
	B	277	0	82	801	0	1160
	C	275	66	0	368	0	709
	D	302	969	40	0	0	1311
	E	66	4	354	159	0	583
	Tot.	920	1301	811	1554	0	4586

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 PM Peak
Junction: Rusty Cutter	
1/1	66
1/2	517
2/1 (short)	262
2/2 (with short)	597(In) 335(Out)
2/3	226
3/1 (short)	442
3/2 (with short)	883(In) 441(Out)
3/3	277
4/1 (short)	368
4/2 (with short)	709(In) 341(Out)
5/1	302
5/2 (with short)	1009(In) 504(Out)
5/3 (short)	505
6/1	577
6/2	814
6/3	538
7/1	539
7/2	1053
8/1	729
8/2	193
8/3	192
9/1	553
9/2	633
9/3	277
10/1	610
10/2	310
11/1	801
11/2	500
12/1	811
13/1	737
13/2	817

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.4 %	1967	1967
				Arm 12 Left	70.00	18.6 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	66.0 % 34.0 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

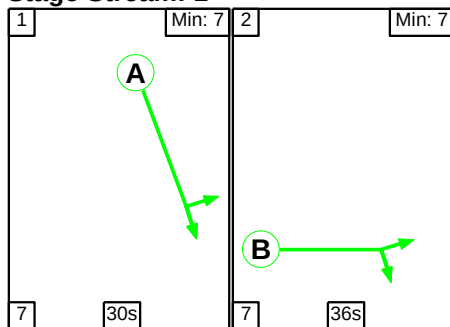
Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

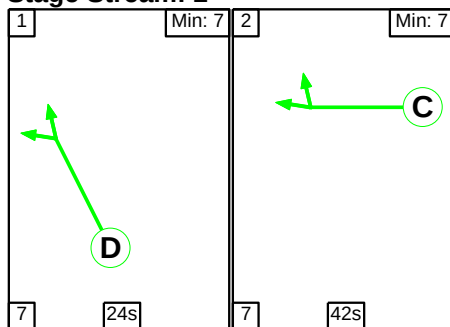
Scenario 1: '2016 PM Peak' (FG1: '2016 PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

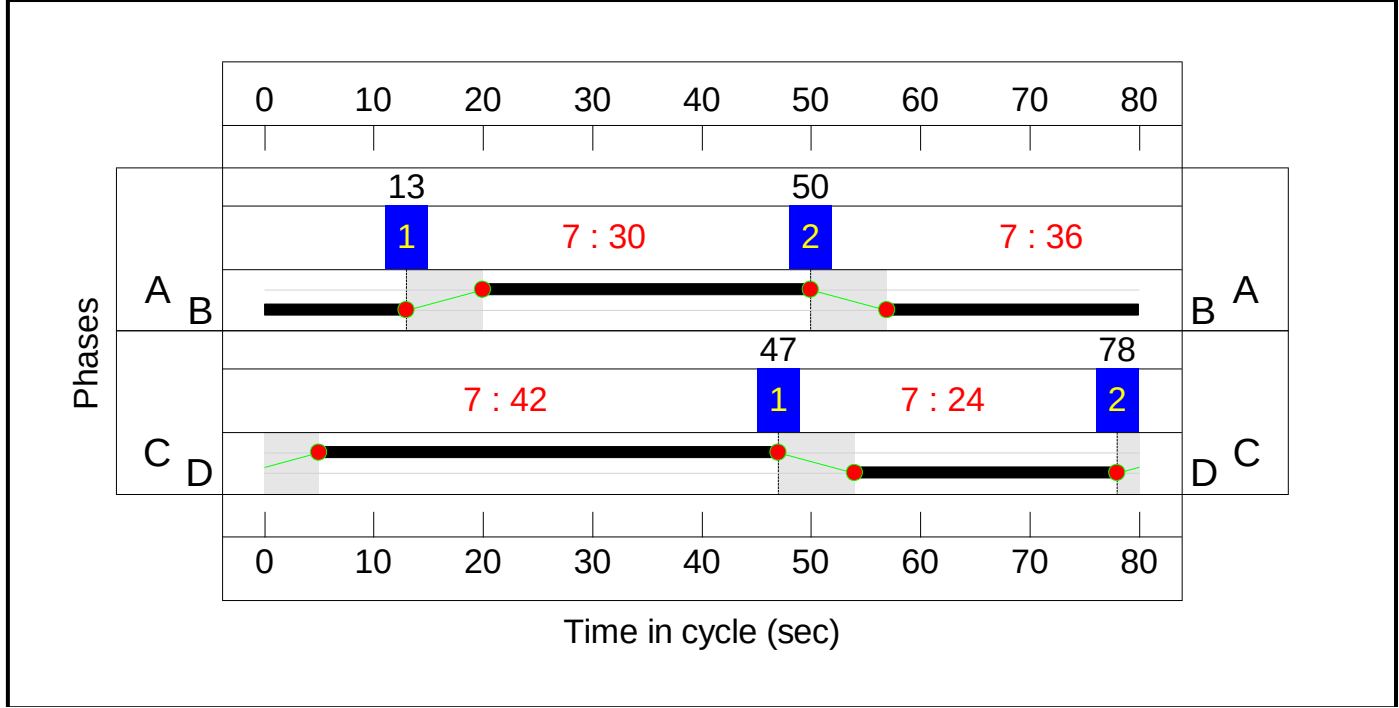
Stage Stream: 1

Stage	1	2
Duration	30	36
Change Point	13	50

Stage Stream: 2

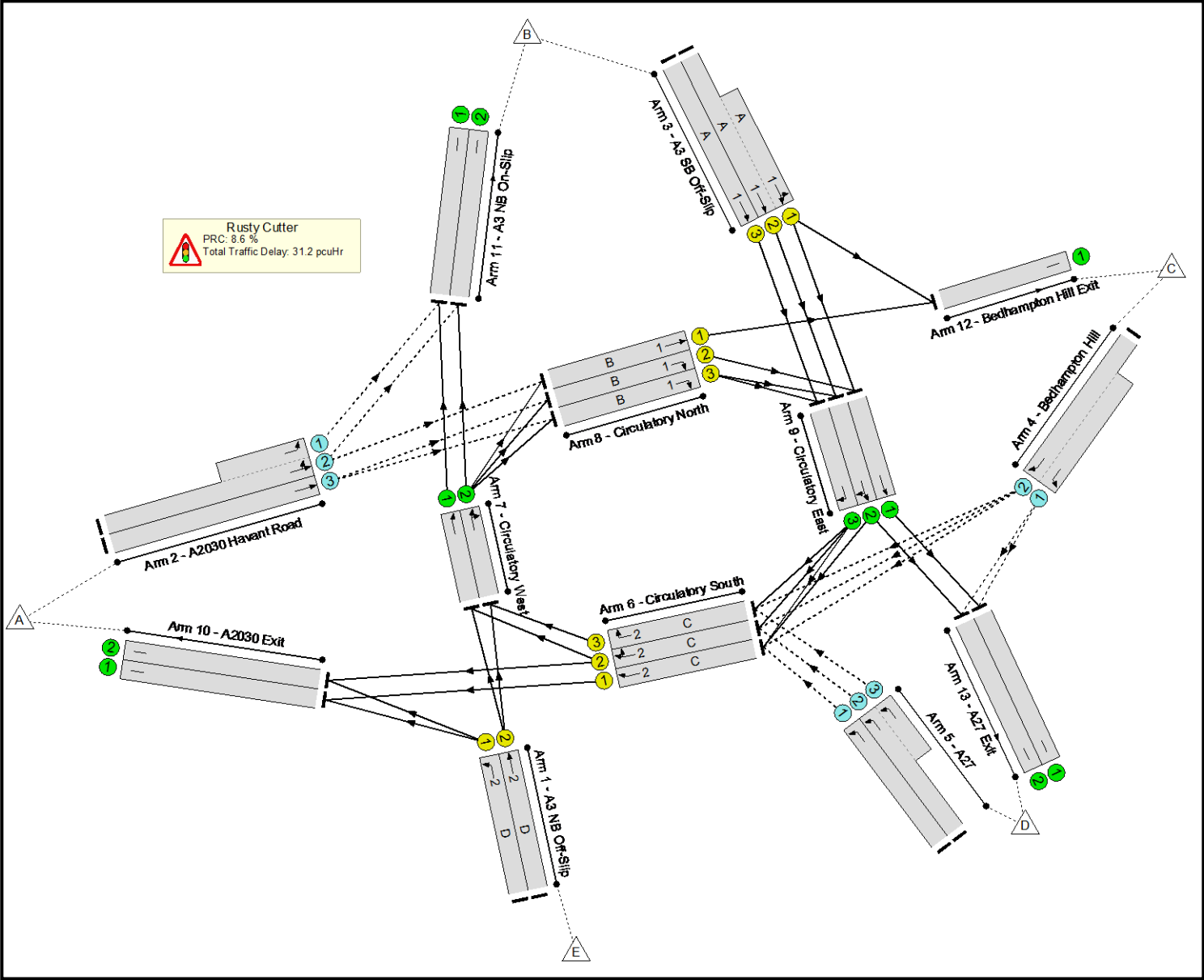
Stage	1	2
Duration	24	42
Change Point	47	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	24	-	66	1900	594	11.1%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	24	-	517	1996	624	82.9%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	597	2205:2095	649+508	51.6 : 51.6%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	226	2165	649	34.8%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	30	-	883	2135:1967	617+619	71.5 : 71.5%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	30	-	277	2135	827	33.5%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	709	2225:2115	938+989	36.3 : 37.2%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	302	2039	1076	28.1%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1009	2029:2039	1016+1018	49.6 : 49.6%
6/1	Circulatory South Ahead	U	2	N/A	C		1	42	-	577	2015	1083	53.3%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	42	-	814	1955	1051	77.5%
6/3	Circulatory South Right	U	2	N/A	C		1	42	-	538	1955	1051	51.2%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	36	-	729	1955	904	80.6%
8/2	Circulatory North Right	U	1	N/A	B		1	36	-	193	1955	904	21.3%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	36	-	192	1915	886	21.7%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5158	0	0	20.5	10.7	0.0	31.2	-	-	-	-
Rusty Cutter	-	-	5158	0	0	20.5	10.7	0.0	31.2	-	-	-	-
1/1	66	66	-	-	-	0.4	0.1	-	0.4	23.0	1.0	0.1	1.1
1/2	517	517	-	-	-	3.7	2.3	-	6.0	41.7	10.6	2.3	12.9
2/2+2/1	597	597	1194	0	0	0.1	0.5	-	0.6	3.8	2.1	0.5	2.7
2/3	226	226	226	0	0	0.0	0.3	-	0.3	4.5	0.8	0.3	1.1
3/2+3/1	883	883	-	-	-	4.7	1.2	-	5.9	24.2	7.7	1.2	9.0
3/3	277	277	-	-	-	1.3	0.3	-	1.6	20.5	4.3	0.3	4.6
4/2+4/1	709	709	1418	0	0	0.3	0.3	-	0.6	3.2	2.2	0.3	2.5
5/1	302	302	302	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	1009	1009	2018	0	0	0.0	0.5	-	0.5	1.8	0.6	0.5	1.1
6/1	577	577	-	-	-	2.0	0.6	-	2.6	16.2	7.6	0.6	8.2
6/2	814	814	-	-	-	3.3	1.7	-	5.0	22.3	12.8	1.7	14.5
6/3	538	538	-	-	-	1.8	0.5	-	2.3	15.4	7.7	0.5	8.2
7/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	729	729	-	-	-	1.9	2.0	-	4.0	19.7	6.7	2.0	8.7
8/2	193	193	-	-	-	0.5	0.1	-	0.6	11.0	1.6	0.1	1.7
8/3	192	192	-	-	-	0.5	0.1	-	0.6	11.1	1.6	0.1	1.7
9/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 12.68 Cycle Time (s): 80 C1 Stream: 2 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 16.33 Cycle Time (s): 80 PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 31.24													

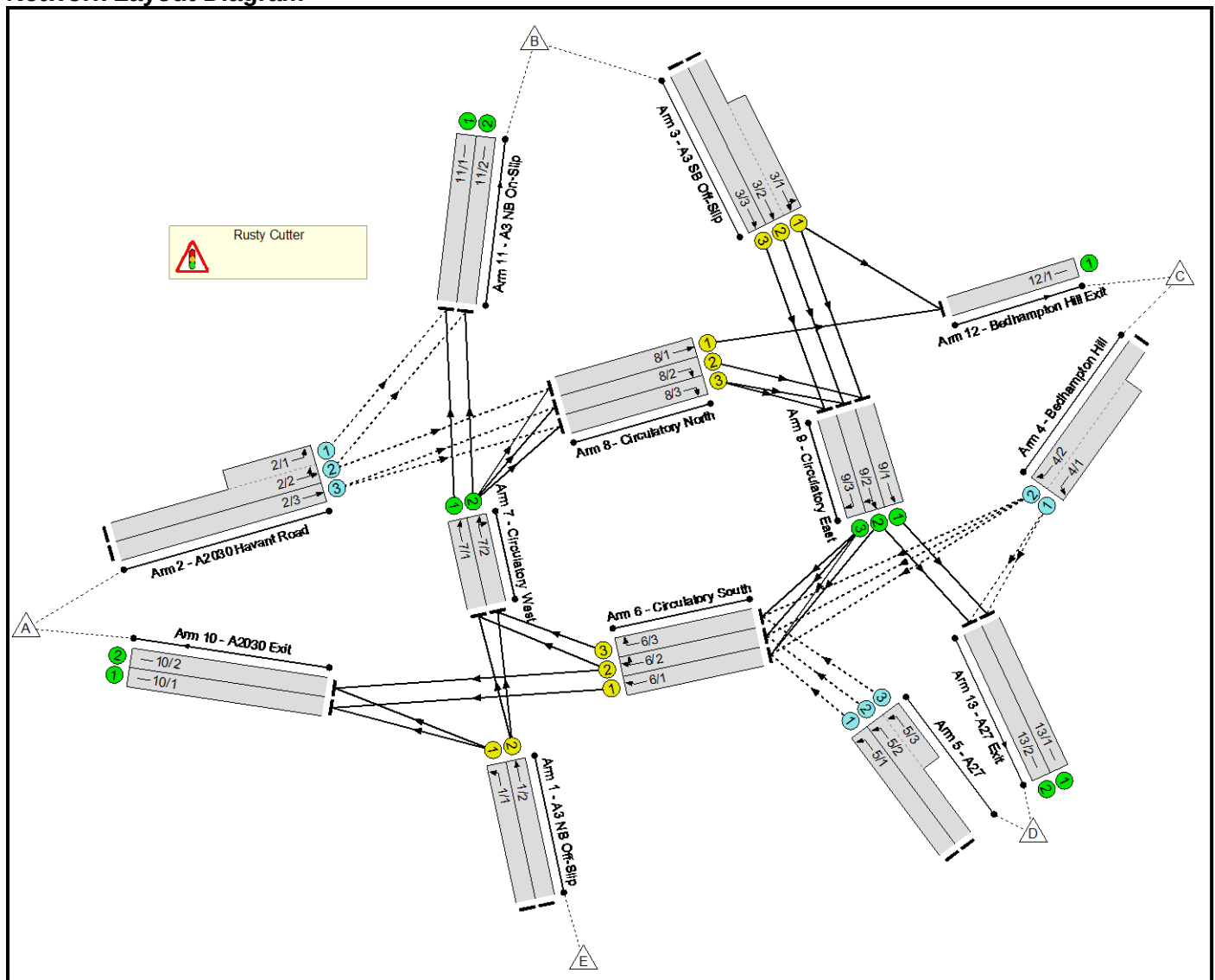
Full Input Data And Results

Full Input Data And Results

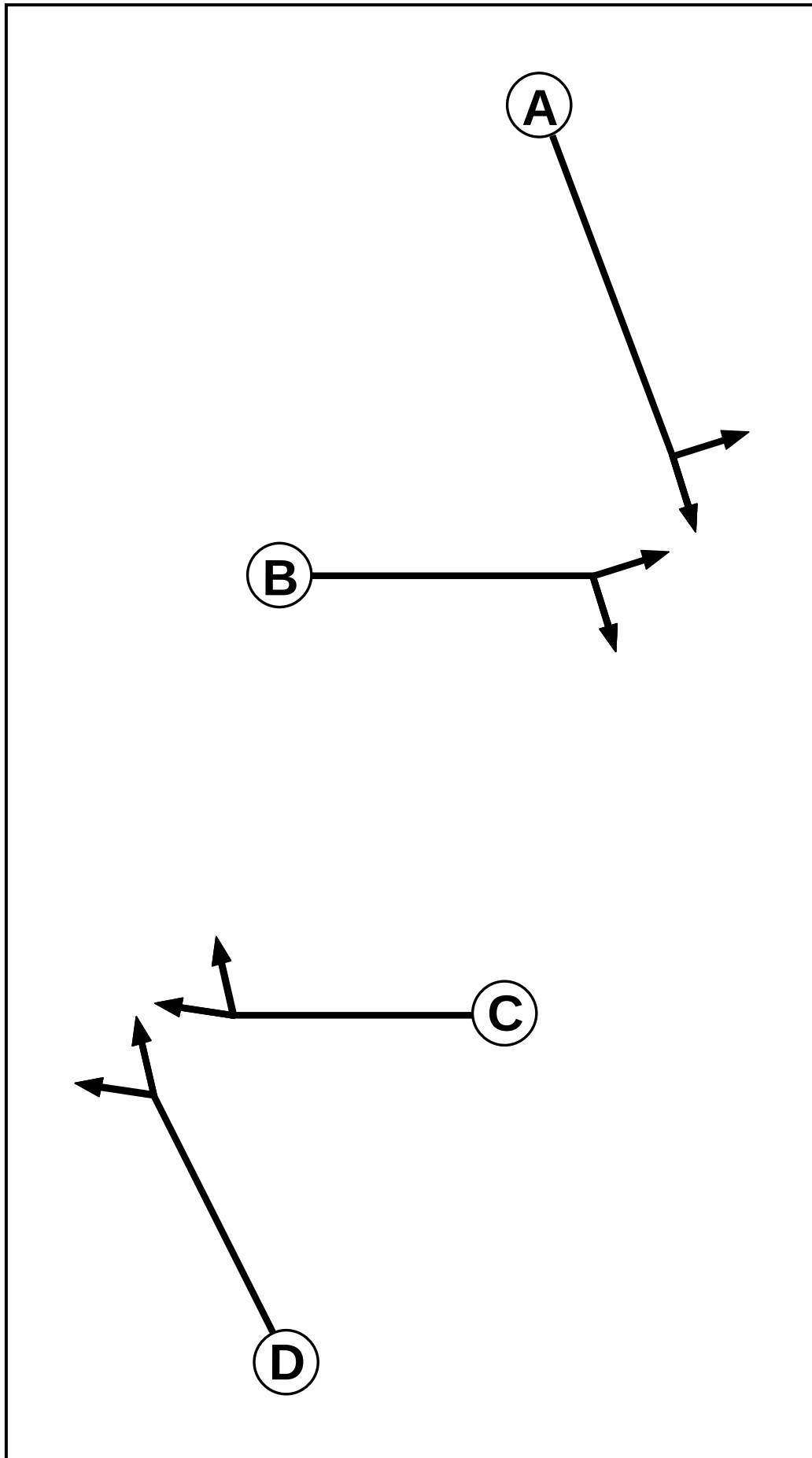
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	Rusty Cutter Junction Modelling – AM Peak (without signalised crossing)
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v6 2016 Base AM - RAD - With Optimisation.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

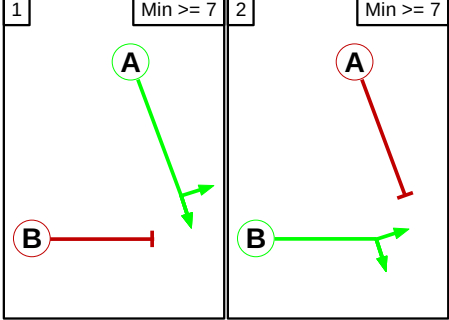
Terminating Phase	Starting Phase				
		A	B	C	D
	A		7	-	-
	B	7		-	-
	C	-	-		7
	D	-	-	7	

Phases in Stage

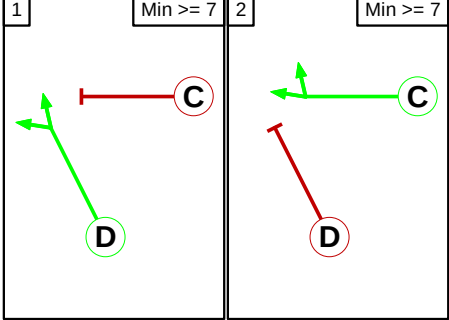
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (A2030 Havant Road)	11/1 (Left)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	To 11/2 (Ahead)					
2/2 (A2030 Havant Road)	8/1 (Ahead)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	All					
	11/2 (Left)	1181	0	7/1	0.34	All					
				7/2	0.34	To 11/2 (Ahead)					
2/3 (A2030 Havant Road)	8/2 (Ahead)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	All					
	8/3 (Ahead)	1181	0	7/1	0.34	All					
				7/2	0.34	All					
4/1 (Bedhampton Hill)	13/1 (Left)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
	13/2 (Left)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
4/2 (Bedhampton Hill)	6/1 (Ahead)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
				9/3	0.39	All					
	6/2 (Ahead)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
				9/3	0.39	All					
	6/3 (Ahead)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
				9/3	0.39	All					

Full Input Data And Results

5/1 (A27)	6/1 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-
5/3 (A27)	6/3 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Left	38.00
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.20	0.00	N	Arm 7 Ahead	38.00
2/1 (A2030 Havant Road)	O		2	3	7.0	Geom	-	4.80	0.00	Y	Arm 11 Left	Inf
2/2 (A2030 Havant Road)	O		2	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
2/3 (A2030 Havant Road)	O		2	3	60.0	Geom	-	4.10	0.00	N	Arm 8 Ahead	Inf
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	70.00
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Bedhampton Hill)	O		2	3	12.5	Geom	-	5.00	0.00	Y	Arm 13 Left	Inf
4/2 (Bedhampton Hill)	O		2	3	60.0	Geom	-	4.70	0.00	N	Arm 6 Ahead	Inf
5/1 (A27)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	40.00
5/2 (A27)	O		2	3	7.0	Geom	-	3.50	0.00	N	Arm 6 Left	40.00
5/3 (A27)	O		2	3	5.2	Geom	-	3.60	0.00	N	Arm 6 Left	40.00
6/1 (Circulatory South)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circulatory South)	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Circulatory South)	U	C	2	3	15.8	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf

Full Input Data And Results

7/1 (Circulatory West)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 12 Ahead	Inf
8/2 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 9 Right	Inf
8/3 (Circulatory North)	U	B	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 9 Right	Inf
9/1 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2023 AM Peak'	07:30	08:30	01:00	
3: '2023 AM Peak Plus Com Dev'	07:30	08:30	01:00	
5: '2028 AM Peak'	07:30	08:30	01:00	
6: '2028 AM Peak Plus Com Dev'	07:30	08:30	01:00	

Scenario 2: '2023 AM Peak' (FG2: '2023 AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	348	261	357	0	966
	B	383	0	63	1150	0	1596
	C	241	57	0	395	0	693
	D	269	865	39	0	0	1173
	E	44	2	191	547	0	784
	Tot.	937	1272	554	2449	0	5212

Traffic Lane Flows

Lane	Scenario 2: 2023 AM Peak
Junction: Rusty Cutter	
1/1	44
1/2	740
2/1 (short)	304
2/2 (with short)	609(In) 305(Out)
2/3	357
3/1 (short)	607
3/2 (with short)	1213(In) 606(Out)
3/3	383
4/1 (short)	395
4/2 (with short)	693(In) 298(Out)
5/1	269
5/2 (with short)	904(In) 452(Out)
5/3 (short)	452
6/1	580
6/2	793
6/3	481
7/1	481
7/2	1220
8/1	491
8/2	453
8/3	451
9/1	997
9/2	1057
9/3	383
10/1	602
10/2	335
11/1	785
11/2	487
12/1	554
13/1	1195
13/2	1254

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	85.6 %	2205	2205
				Arm 11 Left	Inf	14.4 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.6 %	1971	1971
				Arm 12 Left	70.00	10.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	60.5 % 39.5 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 3: '2023 AM Peak Plus Com Dev' (FG3: '2023 AM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin	A	A	B	C	D	E	Tot.
	A	0	351	261	361	0	973
	B	384	0	63	1150	0	1597
	C	241	57	0	395	0	693
	D	269	866	39	0	0	1174
	E	45	2	191	547	0	785
	Tot.	939	1276	554	2453	0	5222

Traffic Lane Flows

Lane	Scenario 3: 2023 AM Peak Plus Com Dev
Junction: Rusty Cutter	
1/1	45
1/2	740
2/1 (short)	306
2/2 (with short)	612(In) 306(Out)
2/3	361
3/1 (short)	607
3/2 (with short)	1213(In) 606(Out)
3/3	384
4/1 (short)	395
4/2 (with short)	693(In) 298(Out)
5/1	269
5/2 (with short)	905(In) 452(Out)
5/3 (short)	453
6/1	581
6/2	793
6/3	482
7/1	481
7/2	1221
8/1	491
8/2	455
8/3	453
9/1	999
9/2	1059
9/3	384
10/1	604
10/2	335
11/1	787
11/2	489
12/1	554
13/1	1197
13/2	1256

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	85.3 %	2205	2205
				Arm 11 Left	Inf	14.7 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.6 %	1971	1971
				Arm 12 Left	70.00	10.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	60.5 % 39.5 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 5: '2028 AM Peak' (FG5: '2028 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	366	274	375	0	1015
	B	402	0	66	1208	0	1676
	C	253	60	0	415	0	728
	D	282	909	41	0	0	1232
	E	46	2	201	575	0	824
	Tot.	983	1337	582	2573	0	5475

Traffic Lane Flows

Lane	Scenario 5: 2028 AM Peak
Junction: Rusty Cutter	
1/1	46
1/2	778
2/1 (short)	320
2/2 (with short)	640(In) 320(Out)
2/3	375
3/1 (short)	637
3/2 (with short)	1274(In) 637(Out)
3/3	402
4/1 (short)	415
4/2 (with short)	728(In) 313(Out)
5/1	282
5/2 (with short)	950(In) 475(Out)
5/3 (short)	475
6/1	609
6/2	833
6/3	505
7/1	506
7/2	1282
8/1	516
8/2	476
8/3	474
9/1	1047
9/2	1111
9/3	402
10/1	632
10/2	351
11/1	826
11/2	511
12/1	582
13/1	1255
13/2	1318

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	85.6 %	2205	2205
				Arm 11 Left	Inf	14.4 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.6 %	1971	1971
				Arm 12 Left	70.00	10.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	60.6 % 39.4 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 6: '2028 AM Peak Plus Com Dev' (FG6: '2028 AM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	369	274	379	0	1022
	B	403	0	66	1208	0	1677
	C	253	60	0	415	0	728
	D	282	910	41	0	0	1233
	E	47	2	201	575	0	825
	Tot.	985	1341	582	2577	0	5485

Traffic Lane Flows

Lane	Scenario 6: 2028 AM Peak Plus Com Dev
Junction: Rusty Cutter	
1/1	47
1/2	778
2/1 (short)	321
2/2 (with short)	643(In) 322(Out)
2/3	379
3/1 (short)	637
3/2 (with short)	1274(In) 637(Out)
3/3	403
4/1 (short)	415
4/2 (with short)	728(In) 313(Out)
5/1	282
5/2 (with short)	951(In) 476(Out)
5/3 (short)	475
6/1	610
6/2	834
6/3	505
7/1	507
7/2	1282
8/1	516
8/2	478
8/3	476
9/1	1049
9/2	1113
9/3	403
10/1	634
10/2	351
11/1	828
11/2	513
12/1	582
13/1	1257
13/2	1320

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	85.1 %	2205	2205
				Arm 11 Left	Inf	14.9 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.6 %	1971	1971
				Arm 12 Left	70.00	10.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	60.7 % 39.3 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

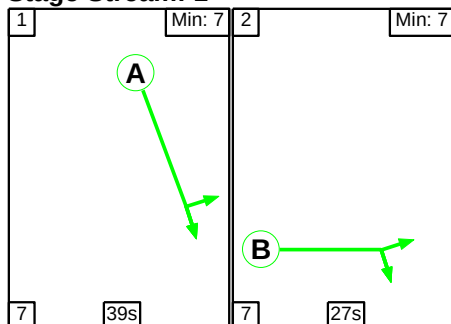
Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

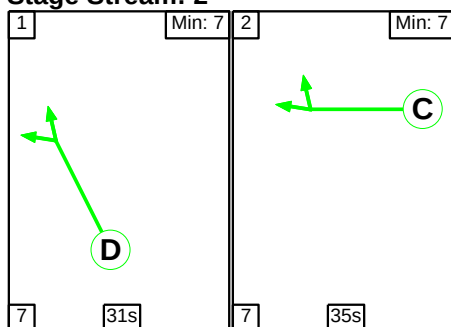
Scenario 2: '2023 AM Peak' (FG2: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

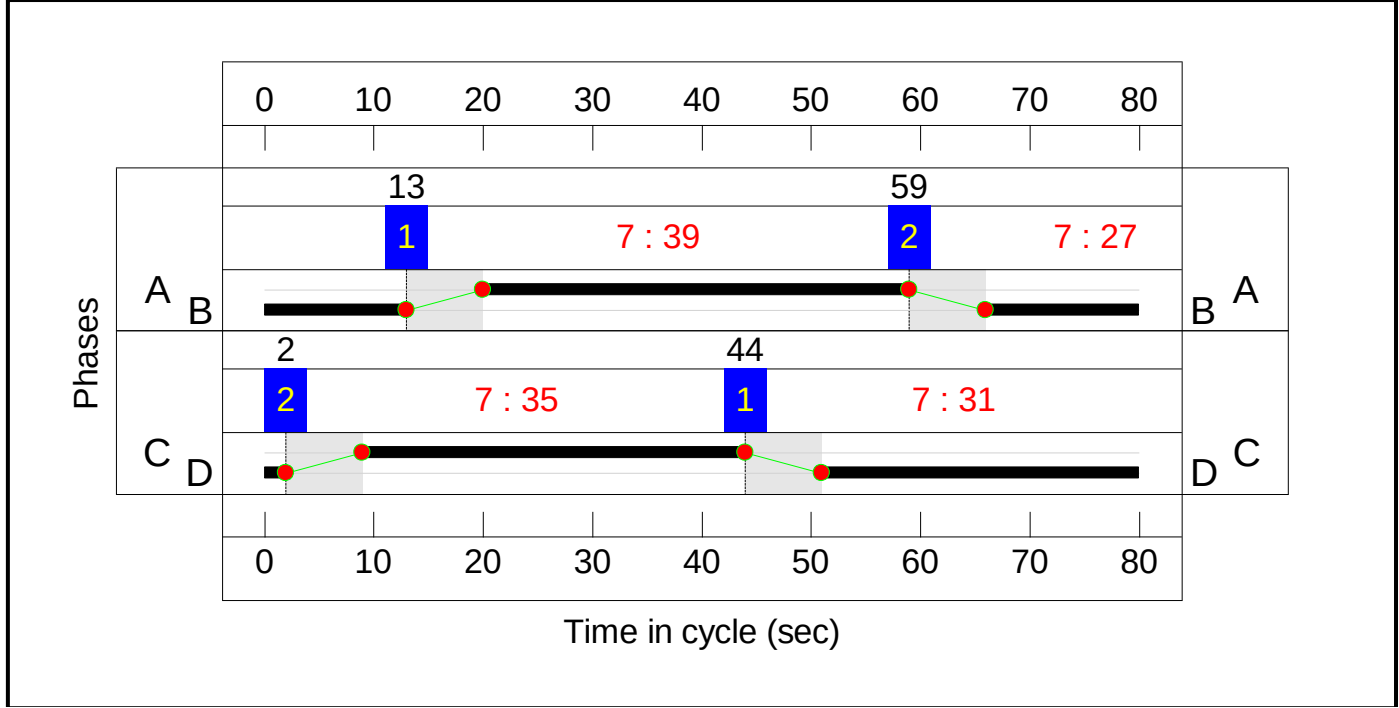
Stage Stream: 1

Stage	1	2
Duration	39	27
Change Point	13	59

Stage Stream: 2

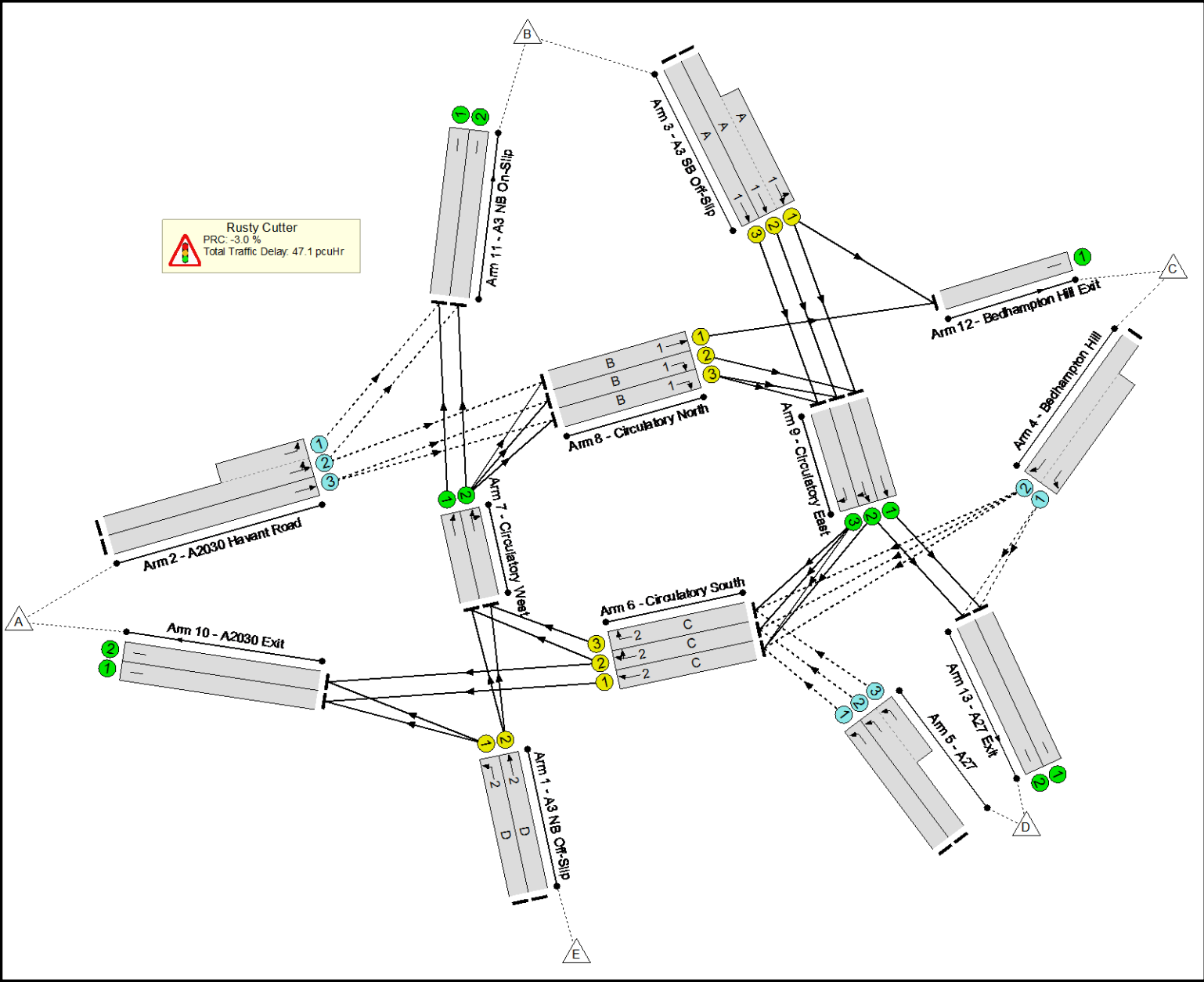
Stage	1	2
Duration	31	35
Change Point	44	2

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	31	-	44	1900	760	5.8%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	31	-	740	1996	798	92.7%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	609	2205:2095	623+621	49.0 : 49.0%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	357	2165	602	59.3%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	39	-	1213	2135:1971	733+734	82.7 : 82.7%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	39	-	383	2135	1068	35.9%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	693	2225:2115	584+653	51.0 : 60.5%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	269	2039	1035	26.0%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	904	2029:2039	1017+1017	44.4 : 44.4%
6/1	Circulatory South Ahead	U	2	N/A	C		1	35	-	580	2015	907	64.0%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	35	-	793	1955	880	90.1%
6/3	Circulatory South Right	U	2	N/A	C		1	35	-	481	1955	880	54.7%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1220	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	27	-	491	1955	684	71.8%
8/2	Circulatory North Right	U	1	N/A	B		1	27	-	453	1955	684	66.2%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	27	-	451	1915	670	67.3%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	1057	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1195	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1254	Inf	Inf	0.0%

Full Input Data And Results

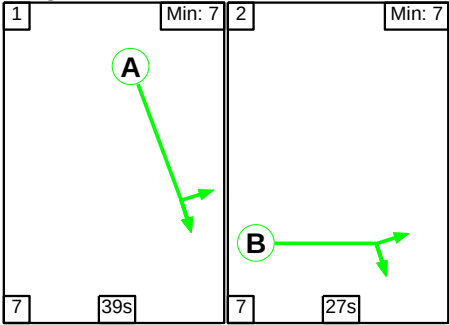
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5038	0	0	27.8	19.3	0.0	47.1	-	-	-	-
Rusty Cutter	-	-	5038	0	0	27.8	19.3	0.0	47.1	-	-	-	-
1/1	44	44	-	-	-	0.2	0.0	-	0.2	17.3	0.6	0.0	0.6
1/2	740	740	-	-	-	4.7	5.4	-	10.1	48.9	15.6	5.4	21.0
2/2+2/1	609	609	1218	0	0	0.0	0.5	-	0.5	3.1	1.4	0.5	1.9
2/3	357	357	357	0	0	0.1	0.7	-	0.8	8.1	2.4	0.7	3.1
3/2+3/1	1213	1213	-	-	-	4.8	2.3	-	7.1	21.2	9.6	2.3	12.0
3/3	383	383	-	-	-	1.3	0.3	-	1.6	14.8	5.1	0.3	5.4
4/2+4/1	693	693	1386	0	0	0.6	0.6	-	1.3	6.6	2.9	0.6	3.5
5/1	269	269	269	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	904	904	1808	0	0	0.0	0.4	-	0.4	1.6	0.5	0.4	0.9
6/1	580	580	-	-	-	3.2	0.9	-	4.1	25.3	9.6	0.9	10.5
6/2	793	793	-	-	-	4.9	4.2	-	9.0	41.0	14.9	4.2	19.1
6/3	481	481	-	-	-	2.1	0.6	-	2.7	20.5	7.8	0.6	8.4
7/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1220	1220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	491	491	-	-	-	2.4	1.3	-	3.7	27.1	7.9	1.3	9.2
8/2	453	453	-	-	-	1.7	1.0	-	2.7	21.3	5.5	1.0	6.5
8/3	451	451	-	-	-	1.7	1.0	-	2.7	21.7	5.5	1.0	6.5
9/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1057	1057	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

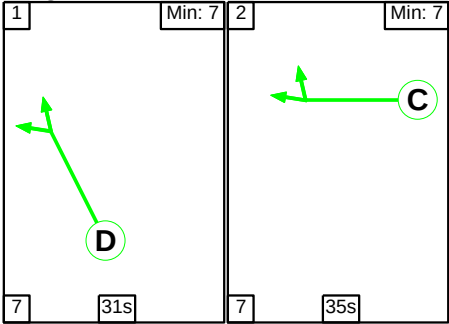
12/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1195	1195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1254	1254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 8.8 C1 Stream: 2 PRC for Signalled Lanes (%): -3.0 PRC Over All Lanes (%): -3.0 Total Delay for Signalled Lanes (pcuHr): 17.80 Total Delay for Signalled Lanes (pcuHr): 26.11 Total Delay Over All Lanes(pcuHr): 47.10 Cycle Time (s): 80 Cycle Time (s): 80													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

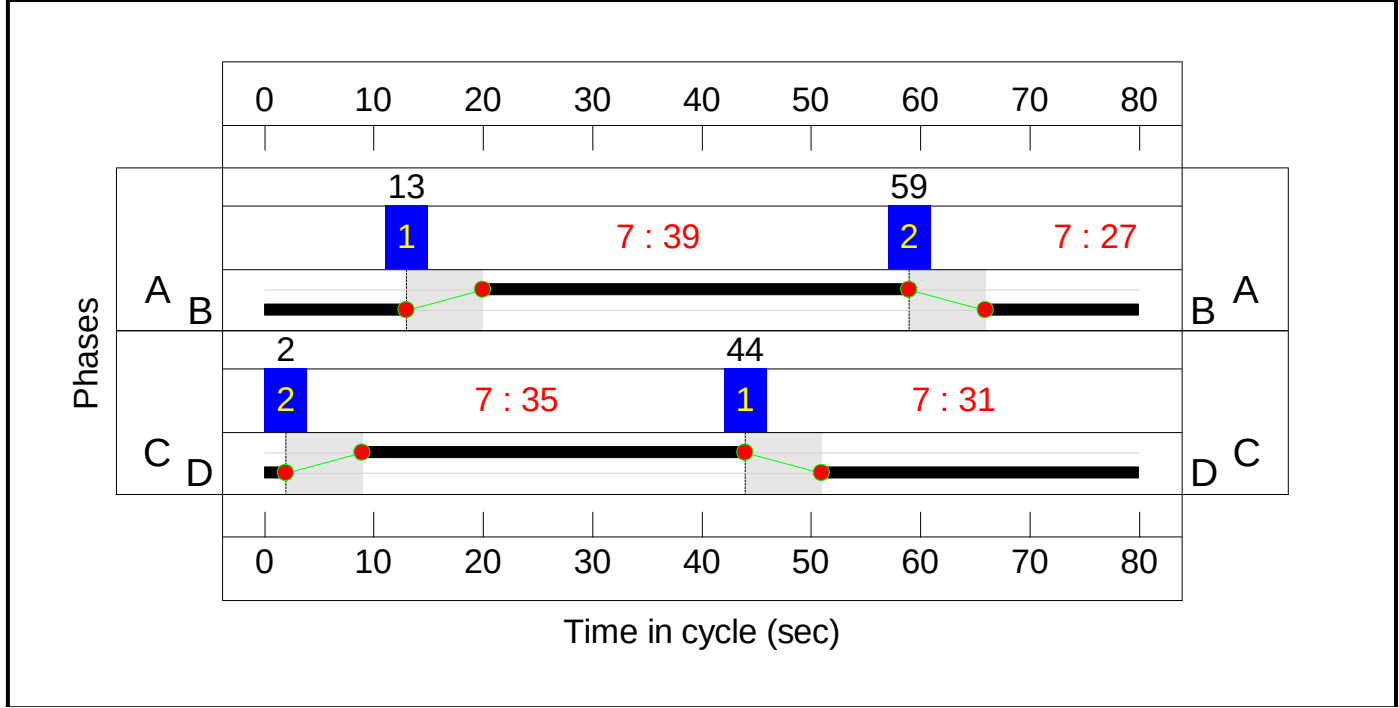
Stage Stream: 1

Stage	1	2
Duration	39	27
Change Point	13	59

Stage Stream: 2

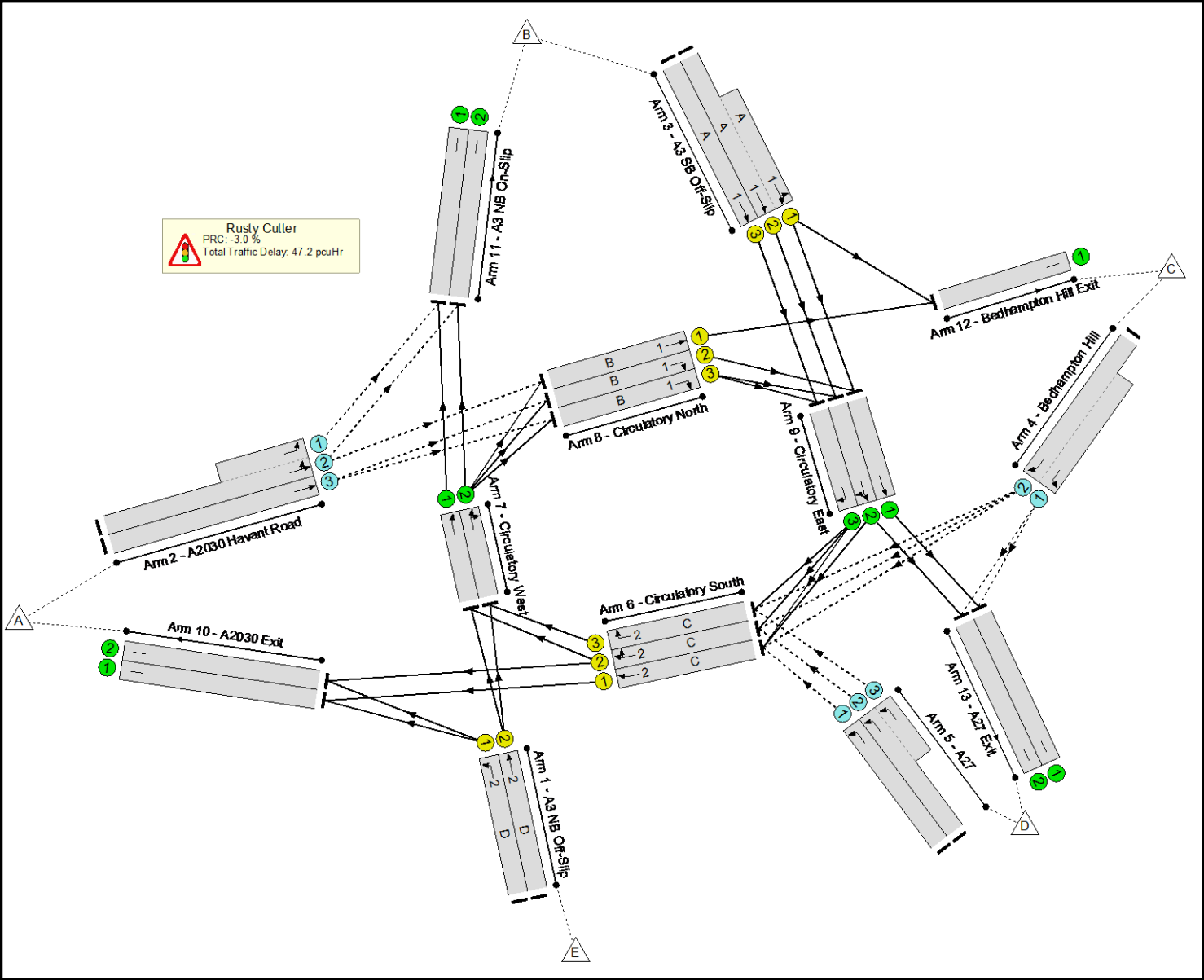
Stage	1	2
Duration	31	35
Change Point	44	2

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	31	-	45	1900	760	5.9%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	31	-	740	1996	798	92.7%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	612	2205:2095	623+623	49.1 : 49.1%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	361	2165	602	60.0%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	39	-	1213	2135:1971	733+734	82.7 : 82.7%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	39	-	384	2135	1068	36.0%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	693	2225:2115	583+651	51.2 : 60.6%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	269	2039	1035	26.0%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	905	2029:2039	1016+1018	44.5 : 44.5%
6/1	Circulatory South Ahead	U	2	N/A	C		1	35	-	581	2015	907	64.1%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	35	-	793	1955	880	90.1%
6/3	Circulatory South Right	U	2	N/A	C		1	35	-	482	1955	880	54.8%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1221	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	27	-	491	1955	684	71.8%
8/2	Circulatory North Right	U	1	N/A	B		1	27	-	455	1955	684	66.5%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	27	-	453	1915	670	67.6%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	999	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	1059	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1197	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1256	Inf	Inf	0.0%

Full Input Data And Results

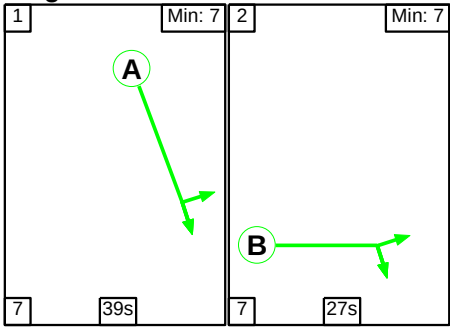
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5050	0	0	27.8	19.4	0.0	47.2	-	-	-	-
Rusty Cutter	-	-	5050	0	0	27.8	19.4	0.0	47.2	-	-	-	-
1/1	45	45	-	-	-	0.2	0.0	-	0.2	17.3	0.6	0.0	0.6
1/2	740	740	-	-	-	4.7	5.4	-	10.1	48.9	15.6	5.4	21.0
2/2+2/1	612	612	1224	0	0	0.1	0.5	-	0.5	3.1	1.4	0.5	1.9
2/3	361	361	361	0	0	0.1	0.7	-	0.8	8.3	2.5	0.7	3.3
3/2+3/1	1213	1213	-	-	-	4.8	2.3	-	7.1	21.2	9.6	2.3	12.0
3/3	384	384	-	-	-	1.3	0.3	-	1.6	14.8	5.1	0.3	5.4
4/2+4/1	693	693	1386	0	0	0.6	0.6	-	1.3	6.7	2.9	0.6	3.5
5/1	269	269	269	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	905	905	1810	0	0	0.0	0.4	-	0.4	1.6	0.5	0.4	0.9
6/1	581	581	-	-	-	3.2	0.9	-	4.1	25.3	9.6	0.9	10.5
6/2	793	793	-	-	-	4.9	4.2	-	9.0	41.0	14.9	4.2	19.1
6/3	482	482	-	-	-	2.1	0.6	-	2.7	20.5	7.8	0.6	8.4
7/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1221	1221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	491	491	-	-	-	2.4	1.3	-	3.7	27.1	7.9	1.3	9.2
8/2	455	455	-	-	-	1.7	1.0	-	2.7	21.4	5.6	1.0	6.6
8/3	453	453	-	-	-	1.7	1.0	-	2.7	21.8	5.6	1.0	6.6
9/1	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1059	1059	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

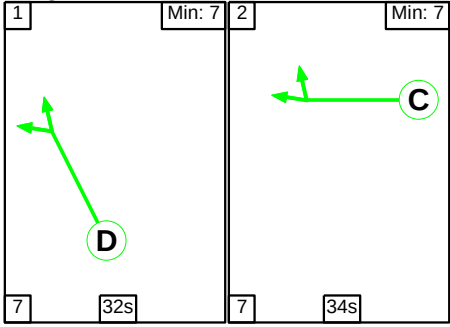
12/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1256	1256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 8.8 Total Delay for Signalled Lanes (pcuHr): 17.85 Cycle Time (s): 80 C1 Stream: 2 PRC for Signalled Lanes (%): -3.0 Total Delay for Signalled Lanes (pcuHr): 26.14 Cycle Time (s): 80 PRC Over All Lanes (%): -3.0 Total Delay Over All Lanes(pcuHr): 47.22 													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

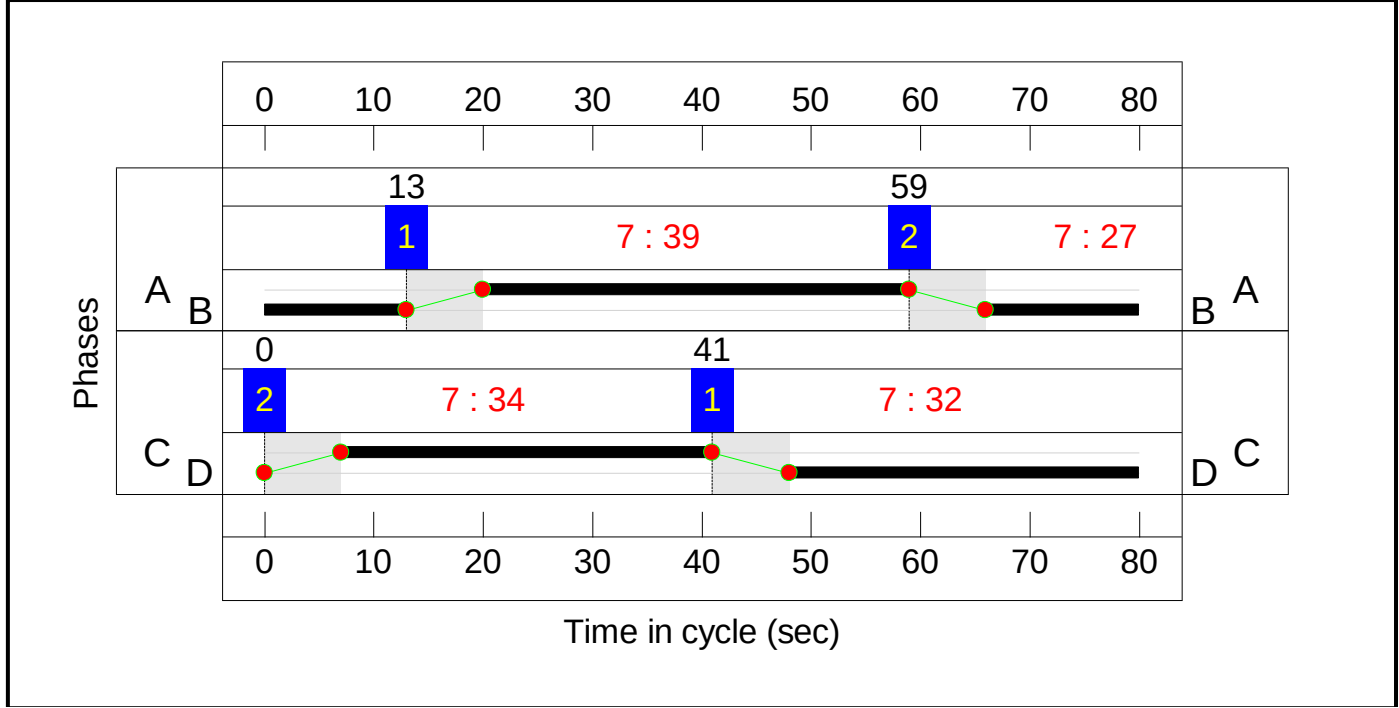
Stage Stream: 1

Stage	1	2
Duration	39	27
Change Point	13	59

Stage Stream: 2

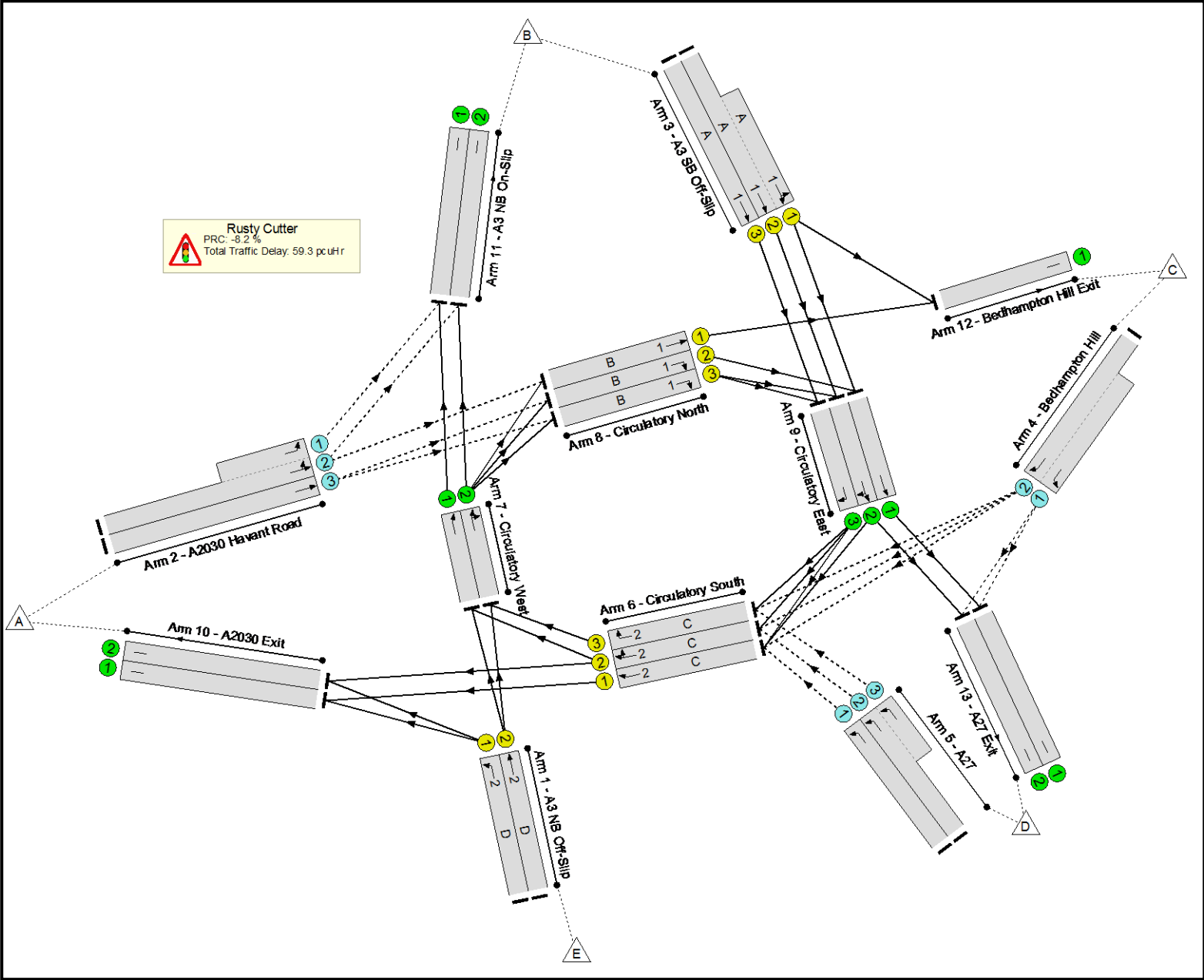
Stage	1	2
Duration	32	34
Change Point	41	0

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.4%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	97.4%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	32	-	46	1900	784	5.9%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	32	-	778	1996	823	94.5%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	640	2205:2095	594+594	53.9 : 53.9%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	375	2165	573	65.5%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	39	-	1274	2135:1971	734+734	86.8 : 86.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	39	-	402	2135	1068	37.7%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	728	2225:2115	545+614	57.5 : 67.6%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	282	2039	1028	27.4%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	950	2029:2039	1017+1017	46.7 : 46.7%
6/1	Circulatory South Ahead	U	2	N/A	C		1	34	-	609	2015	882	69.1%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	34	-	833	1955	855	97.4%
6/3	Circulatory South Right	U	2	N/A	C		1	34	-	505	1955	855	59.0%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	27	-	516	1955	684	75.4%
8/2	Circulatory North Right	U	1	N/A	B		1	27	-	476	1955	684	69.6%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	27	-	474	1915	670	70.7%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1318	Inf	Inf	0.0%

Full Input Data And Results

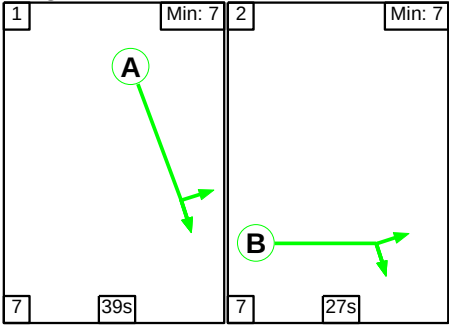
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5293	0	0	30.6	28.7	0.0	59.3	-	-	-	-
Rusty Cutter	-	-	5293	0	0	30.6	28.7	0.0	59.3	-	-	-	-
1/1	46	46	-	-	-	0.2	0.0	-	0.2	16.6	0.6	0.0	0.6
1/2	778	778	-	-	-	4.9	6.6	-	11.5	53.3	16.6	6.6	23.3
2/2+2/1	640	640	1280	0	0	0.1	0.6	-	0.6	3.6	1.6	0.6	2.2
2/3	375	375	375	0	0	0.1	0.9	-	1.0	10.0	2.9	0.9	3.9
3/2+3/1	1274	1274	-	-	-	5.1	3.2	-	8.3	23.5	11.7	3.2	14.9
3/3	402	402	-	-	-	1.4	0.3	-	1.7	15.0	5.5	0.3	5.8
4/2+4/1	728	728	1456	0	0	0.9	0.8	-	1.7	8.6	3.5	0.8	4.3
5/1	282	282	282	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
5/2+5/3	950	950	1900	0	0	0.0	0.4	-	0.4	1.7	0.9	0.4	1.4
6/1	609	609	-	-	-	3.9	1.1	-	5.0	29.6	11.0	1.1	12.1
6/2	833	833	-	-	-	5.9	9.9	-	15.8	68.2	17.6	9.9	27.4
6/3	505	505	-	-	-	2.4	0.7	-	3.1	22.0	8.4	0.7	9.1
7/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	516	516	-	-	-	2.5	1.5	-	4.0	28.0	8.9	1.5	10.4
8/2	476	476	-	-	-	1.6	1.1	-	2.8	20.9	6.3	1.1	7.4
8/3	474	474	-	-	-	1.6	1.2	-	2.8	21.4	6.5	1.2	7.7
9/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1111	1111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

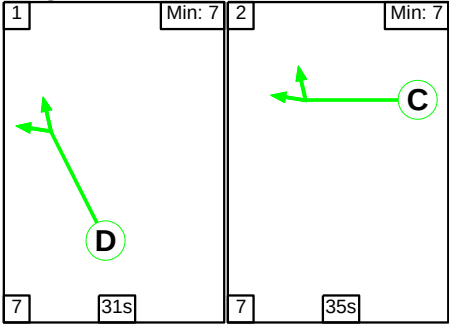
12/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
13/1	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
13/2	1318	1318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 3.7 C1 Stream: 2 PRC for Signalled Lanes (%): -8.2 PRC Over All Lanes (%): -8.2 Total Delay for Signalled Lanes (pcuHr): 19.59 Total Delay for Signalled Lanes (pcuHr): 35.61 Total Delay Over All Lanes(pcuHr): 59.27 Cycle Time (s): 80 Cycle Time (s): 80												

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

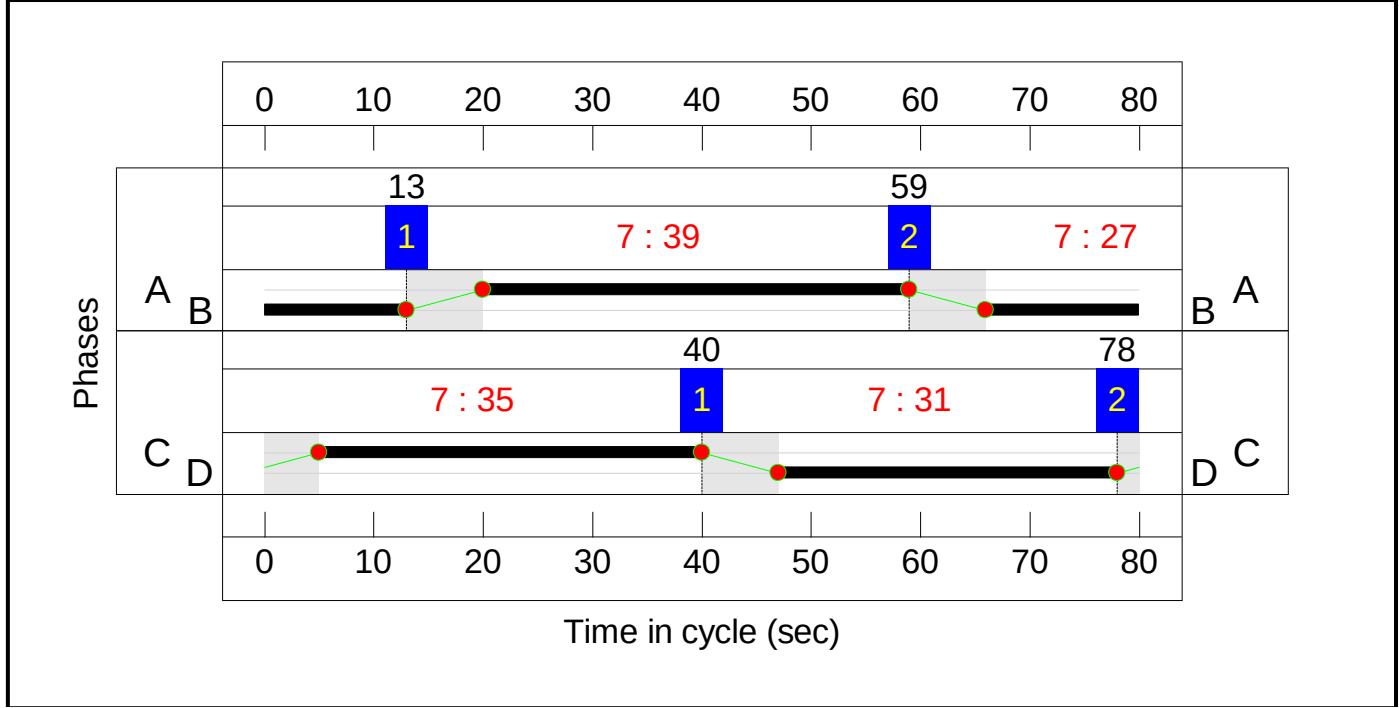
Stage Stream: 1

Stage	1	2
Duration	39	27
Change Point	13	59

Stage Stream: 2

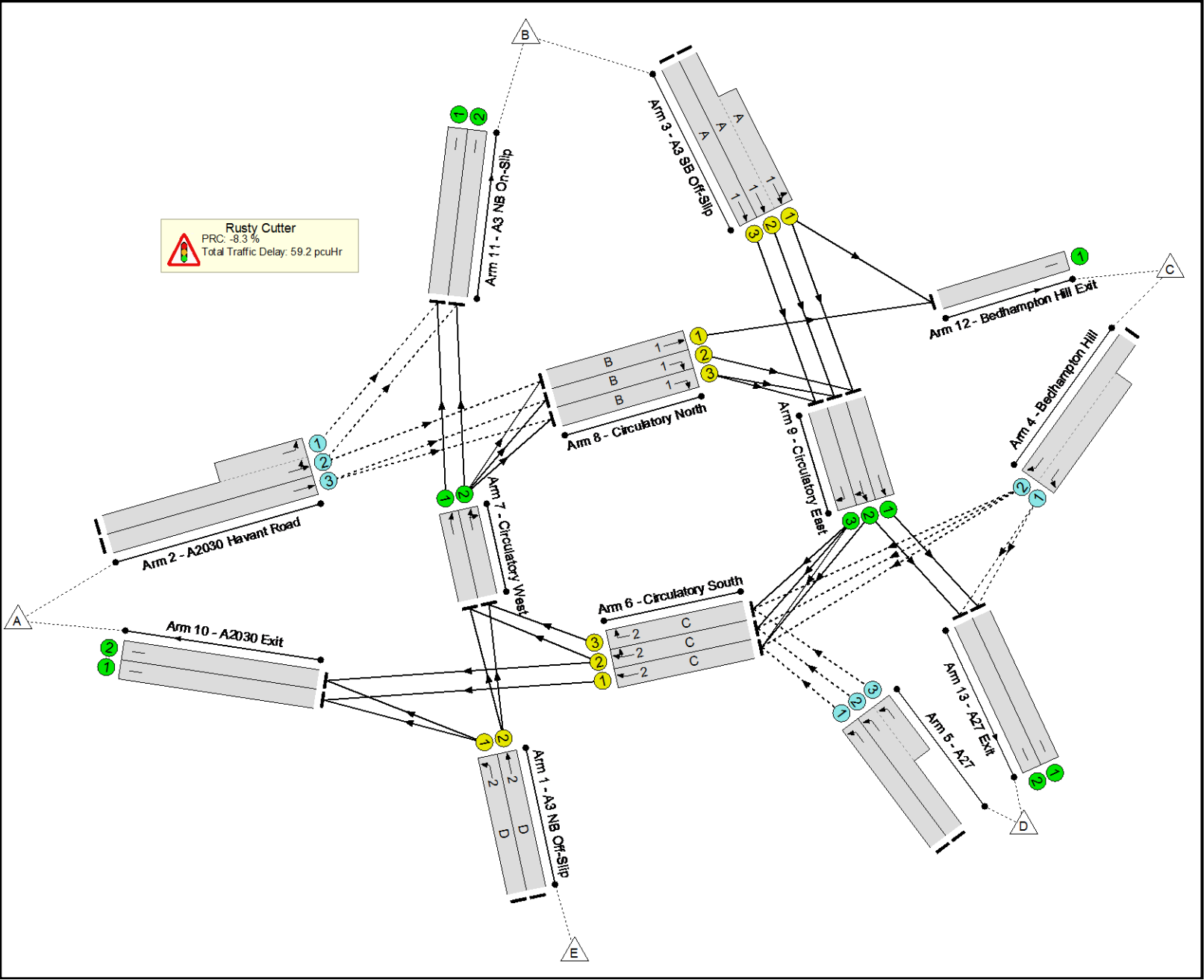
Stage	1	2
Duration	31	35
Change Point	40	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.4%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	97.4%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	31	-	47	1900	760	6.2%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	31	-	778	1996	798	97.4%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	643	2205:2095	594+593	54.2 : 54.2%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	379	2165	573	66.2%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	39	-	1274	2135:1971	734+734	86.8 : 86.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	39	-	403	2135	1068	37.8%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	728	2225:2115	543+612	57.6 : 67.8%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	282	2039	1028	27.4%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	951	2029:2039	1018+1016	46.8 : 46.8%
6/1	Circulatory South Ahead	U	2	N/A	C		1	35	-	610	2015	907	67.3%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	35	-	834	1955	880	94.8%
6/3	Circulatory South Right	U	2	N/A	C		1	35	-	505	1955	880	57.4%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	27	-	516	1955	684	75.4%
8/2	Circulatory North Right	U	1	N/A	B		1	27	-	478	1955	684	69.9%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	27	-	476	1915	670	71.0%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	1113	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1320	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5305	0	0	30.3	28.8	0.0	59.2	-	-	-	-
Rusty Cutter	-	-	5305	0	0	30.3	28.8	0.0	59.2	-	-	-	-
1/1	47	47	-	-	-	0.2	0.0	-	0.2	17.3	0.6	0.0	0.7
1/2	778	778	-	-	-	5.1	9.7	-	14.8	68.7	16.9	9.7	26.6
2/2+2/1	643	643	1286	0	0	0.1	0.6	-	0.6	3.6	1.4	0.6	2.0
2/3	379	379	379	0	0	0.1	1.0	-	1.1	10.1	2.8	1.0	3.8
3/2+3/1	1274	1274	-	-	-	5.1	3.2	-	8.3	23.5	11.7	3.2	14.9
3/3	403	403	-	-	-	1.4	0.3	-	1.7	15.0	5.5	0.3	5.8
4/2+4/1	728	728	1456	0	0	0.9	0.8	-	1.8	8.7	3.5	0.8	4.3
5/1	282	282	282	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
5/2+5/3	951	951	1902	0	0	0.0	0.4	-	0.4	1.7	0.9	0.4	1.4
6/1	610	610	-	-	-	3.9	1.0	-	4.9	28.8	11.0	1.0	12.0
6/2	834	834	-	-	-	5.8	7.0	-	12.8	55.1	17.4	7.0	24.4
6/3	505	505	-	-	-	2.3	0.7	-	2.9	20.9	8.2	0.7	8.9
7/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	516	516	-	-	-	2.5	1.5	-	4.0	27.6	8.9	1.5	10.4
8/2	478	478	-	-	-	1.5	1.1	-	2.7	20.3	6.6	1.1	7.7
8/3	476	476	-	-	-	1.5	1.2	-	2.8	20.8	6.5	1.2	7.7
9/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1320	1320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 3.7 C1 Stream: 2 PRC for Signalled Lanes (%): -8.3 PRC Over All Lanes (%): -8.3 Total Delay for Signalled Lanes (pcuHr): 19.42 Total Delay for Signalled Lanes (pcuHr): 35.66 Total Delay Over All Lanes(pcuHr): 59.17 Cycle Time (s): 80 Cycle Time (s): 80													

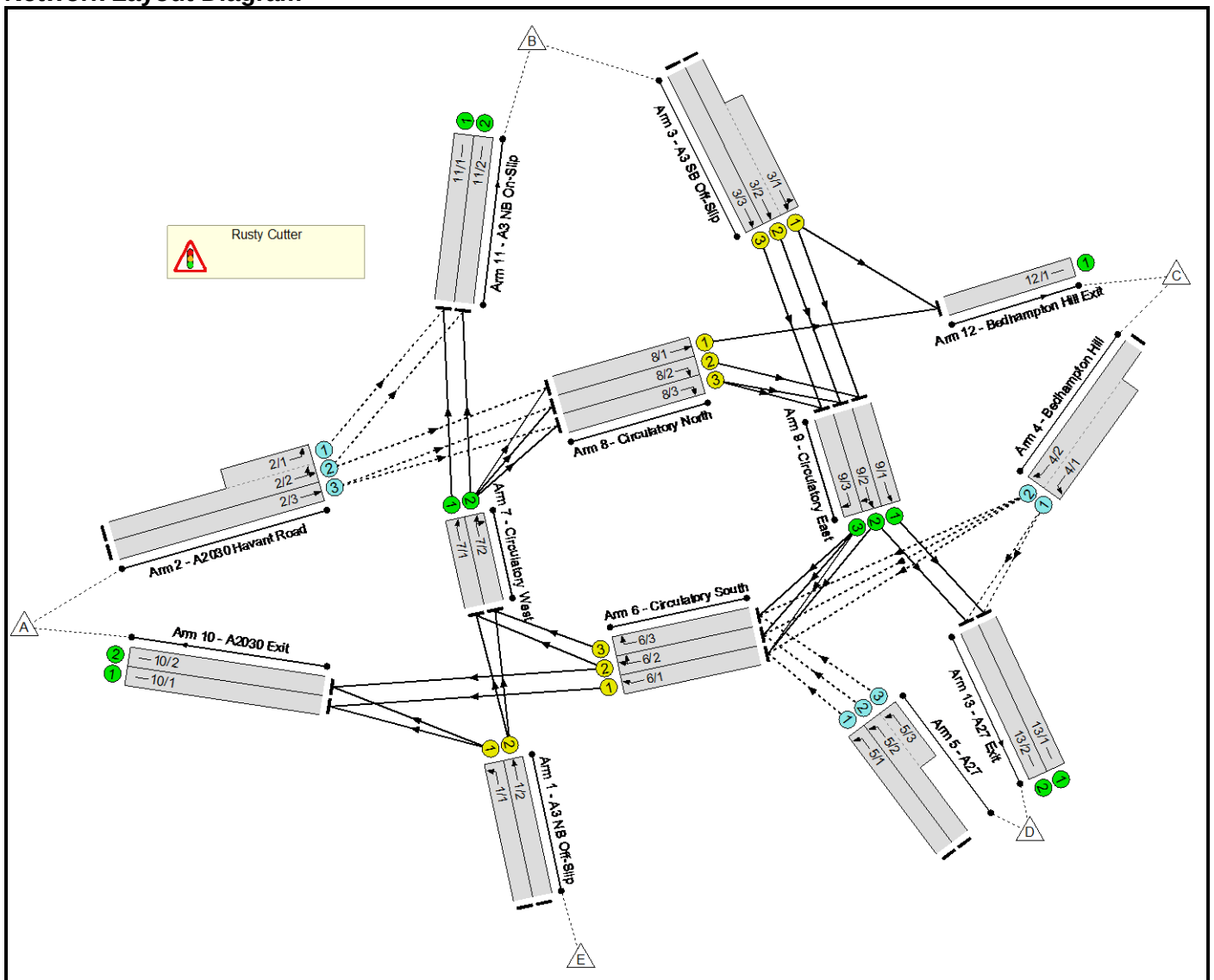
Full Input Data And Results

Full Input Data And Results

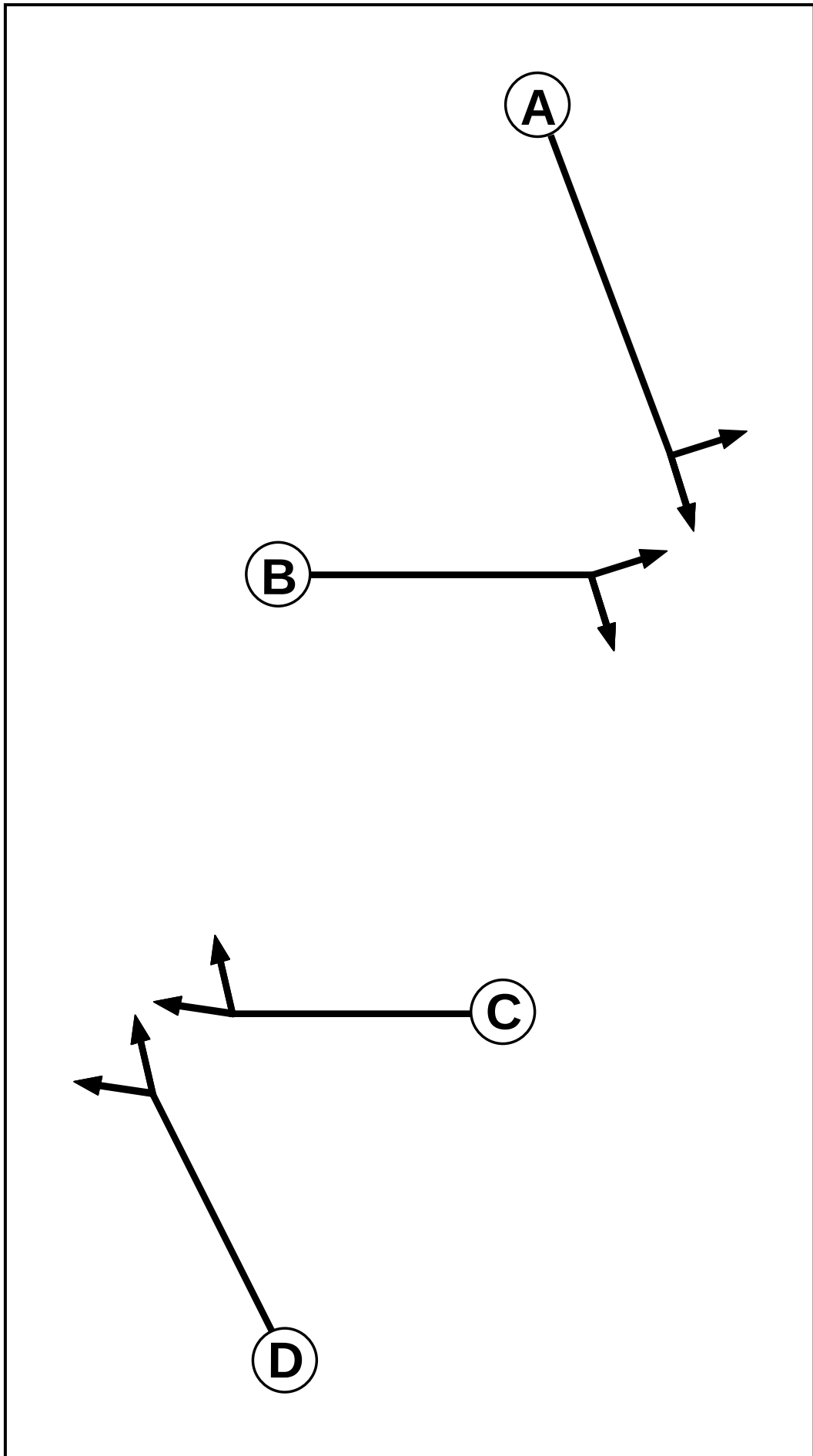
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	Rusty Cutter Junction Modelling – PM Peak (without signalised crossing)
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v6 2016 Base PM - RAD - With Optimisation.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

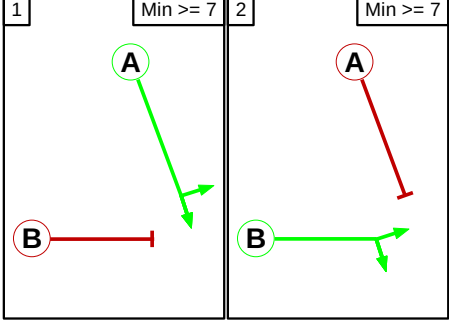
Terminating Phase	Starting Phase				
		A	B	C	D
	A		7	-	-
	B	7		-	-
	C	-	-		7
	D	-	-	7	

Phases in Stage

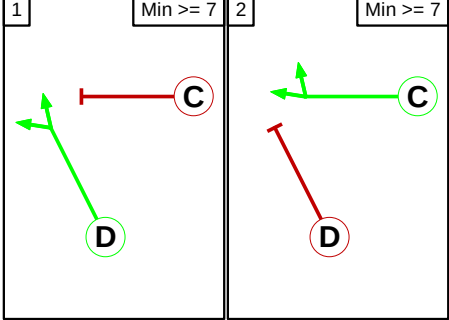
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (A2030 Havant Road)	11/1 (Left)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	To 11/2 (Ahead)					
2/2 (A2030 Havant Road)	8/1 (Ahead)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	11/2 (Left)	1175	0	7/1	0.33	All					
				7/2	0.33	To 11/2 (Ahead)					
2/3 (A2030 Havant Road)	8/2 (Ahead)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	8/3 (Ahead)	1175	0	7/1	0.33	All					
				7/2	0.33	All					
4/1 (Bedhampton Hill)	13/1 (Left)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
	13/2 (Left)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
4/2 (Bedhampton Hill)	6/1 (Ahead)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
				9/3	0.47	All					
	6/2 (Ahead)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
				9/3	0.47	All					
	6/3 (Ahead)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
				9/3	0.47	All					

Full Input Data And Results

5/1 (A27)	6/1 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-
5/3 (A27)	6/3 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-

Full Input Data And Results

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Left	38.00
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.20	0.00	N	Arm 7 Ahead	38.00
2/1 (A2030 Havant Road)	O		2	3	7.0	Geom	-	4.80	0.00	Y	Arm 11 Left	Inf
2/2 (A2030 Havant Road)	O		2	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
2/3 (A2030 Havant Road)	O		2	3	60.0	Geom	-	4.10	0.00	N	Arm 8 Ahead	Inf
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	70.00
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Bedhampton Hill)	O		2	3	12.5	Geom	-	5.00	0.00	Y	Arm 13 Left	Inf
4/2 (Bedhampton Hill)	O		2	3	60.0	Geom	-	4.70	0.00	N	Arm 6 Ahead	Inf
5/1 (A27)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	40.00
5/2 (A27)	O		2	3	7.0	Geom	-	3.50	0.00	N	Arm 6 Left	40.00
5/3 (A27)	O		2	3	5.2	Geom	-	3.60	0.00	N	Arm 6 Left	40.00
6/1 (Circulatory South)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circulatory South)	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Circulatory South)	U	C	2	3	15.8	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf

Full Input Data And Results

7/1 (Circulatory West)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 12 Ahead	Inf
8/2 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 9 Right	Inf
8/3 (Circulatory North)	U	B	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 9 Right	Inf
9/1 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2023 PM Peak'	16:00	17:00	01:00	
3: '2023 PM Peak Plus Com Dev'	16:00	17:00	01:00	
5: '2028 PM Peak'	16:00	17:00	01:00	
6: '2028 PM Peak Plus Com Dev'	16:00	17:00	01:00	

Scenario 2: '2023 PM Peak' (FG2: '2023 PM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	292	373	252	0	917
	B	308	0	91	892	0	1291
	C	306	74	0	410	0	790
	D	336	1079	45	0	0	1460
	E	74	4	394	177	0	649
	Tot.	1024	1449	903	1731	0	5107

Traffic Lane Flows

Lane	Scenario 2: 2023 PM Peak
Junction: Rusty Cutter	
1/1	74
1/2	575
2/1 (short)	292
2/2 (with short)	665(In) 373(Out)
2/3	252
3/1 (short)	492
3/2 (with short)	983(In) 491(Out)
3/3	308
4/1 (short)	410
4/2 (with short)	790(In) 380(Out)
5/1	336
5/2 (with short)	1124(In) 562(Out)
5/3 (short)	562
6/1	643
6/2	906
6/3	599
7/1	601
7/2	1172
8/1	812
8/2	215
8/3	214
9/1	616
9/2	705
9/3	308
10/1	680
10/2	344
11/1	893
11/2	556
12/1	903
13/1	821
13/2	910

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.5 %	1967	1967
				Arm 12 Left	70.00	18.5 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	66.1 % 33.9 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 3: '2023 PM Peak Plus Com Dev' (FG3: '2023 PM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin	A	A	B	C	D	E	Tot.
	A	0	294	373	255	0	922
	B	311	0	91	895	0	1297
	C	306	74	0	411	0	791
	D	338	1083	45	0	0	1466
	E	76	4	394	177	0	651
	Tot.	1031	1455	903	1738	0	5127

Traffic Lane Flows

Lane	Scenario 3: 2023 PM Peak Plus Com Dev
Junction: Rusty Cutter	
1/1	76
1/2	575
2/1 (short)	294
2/2 (with short)	667(In) 373(Out)
2/3	255
3/1 (short)	493
3/2 (with short)	986(In) 493(Out)
3/3	311
4/1 (short)	411
4/2 (with short)	791(In) 380(Out)
5/1	338
5/2 (with short)	1128(In) 564(Out)
5/3 (short)	564
6/1	646
6/2	910
6/3	601
7/1	603
7/2	1174
8/1	812
8/2	217
8/3	215
9/1	619
9/2	708
9/3	311
10/1	684
10/2	347
11/1	897
11/2	558
12/1	903
13/1	825
13/2	913

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.5 %	1967	1967
				Arm 12 Left	70.00	18.5 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	66.0 % 34.0 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 5: '2028 PM Peak' (FG5: '2028 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	306	392	264	0	962
	B	324	0	96	937	0	1357
	C	322	77	0	430	0	829
	D	353	1133	47	0	0	1533
	E	77	5	414	186	0	682
	Tot.	1076	1521	949	1817	0	5363

Traffic Lane Flows

Lane	Scenario 5: 2028 PM Peak
Junction: Rusty Cutter	
1/1	77
1/2	605
2/1 (short)	306
2/2 (with short)	698(In) 392(Out)
2/3	264
3/1 (short)	516
3/2 (with short)	1033(In) 517(Out)
3/3	324
4/1 (short)	430
4/2 (with short)	829(In) 399(Out)
5/1	353
5/2 (with short)	1180(In) 590(Out)
5/3 (short)	590
6/1	676
6/2	951
6/3	629
7/1	631
7/2	1231
8/1	853
8/2	225
8/3	225
9/1	645
9/2	742
9/3	324
10/1	715
10/2	361
11/1	937
11/2	584
12/1	949
13/1	860
13/2	957

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.4 %	1967	1967
				Arm 12 Left	70.00	18.6 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	66.0 % 34.0 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 6: '2028 PM Peak Plus Com Dev' (FG6: '2028 PM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	308	392	268	0	968
	B	327	0	96	939	0	1362
	C	322	77	0	432	0	831
	D	355	1137	47	0	0	1539
	E	79	5	414	186	0	684
	Tot.	1083	1527	949	1825	0	5384

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 PM Peak Plus Com Dev
Junction: Rusty Cutter	
1/1	79
1/2	605
2/1 (short)	308
2/2 (with short)	700(In) 392(Out)
2/3	268
3/1 (short)	518
3/2 (with short)	1035(In) 517(Out)
3/3	327
4/1 (short)	432
4/2 (with short)	831(In) 399(Out)
5/1	355
5/2 (with short)	1184(In) 592(Out)
5/3 (short)	592
6/1	679
6/2	955
6/3	631
7/1	633
7/2	1233
8/1	853
8/2	227
8/3	227
9/1	649
9/2	744
9/3	327
10/1	719
10/2	364
11/1	941
11/2	586
12/1	949
13/1	865
13/2	960

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.5 %	1967	1967
				Arm 12 Left	70.00	18.5 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	66.0 % 34.0 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circulatory West Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Circulatory East Lane 2)	Infinite Saturation Flow						Inf	Inf

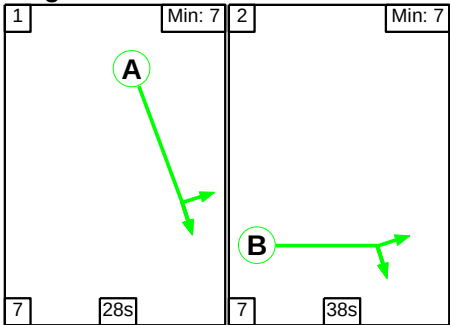
Full Input Data And Results

9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

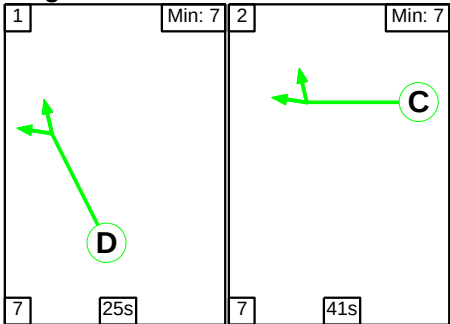
Scenario 2: '2023 PM Peak' (FG2: '2023 PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

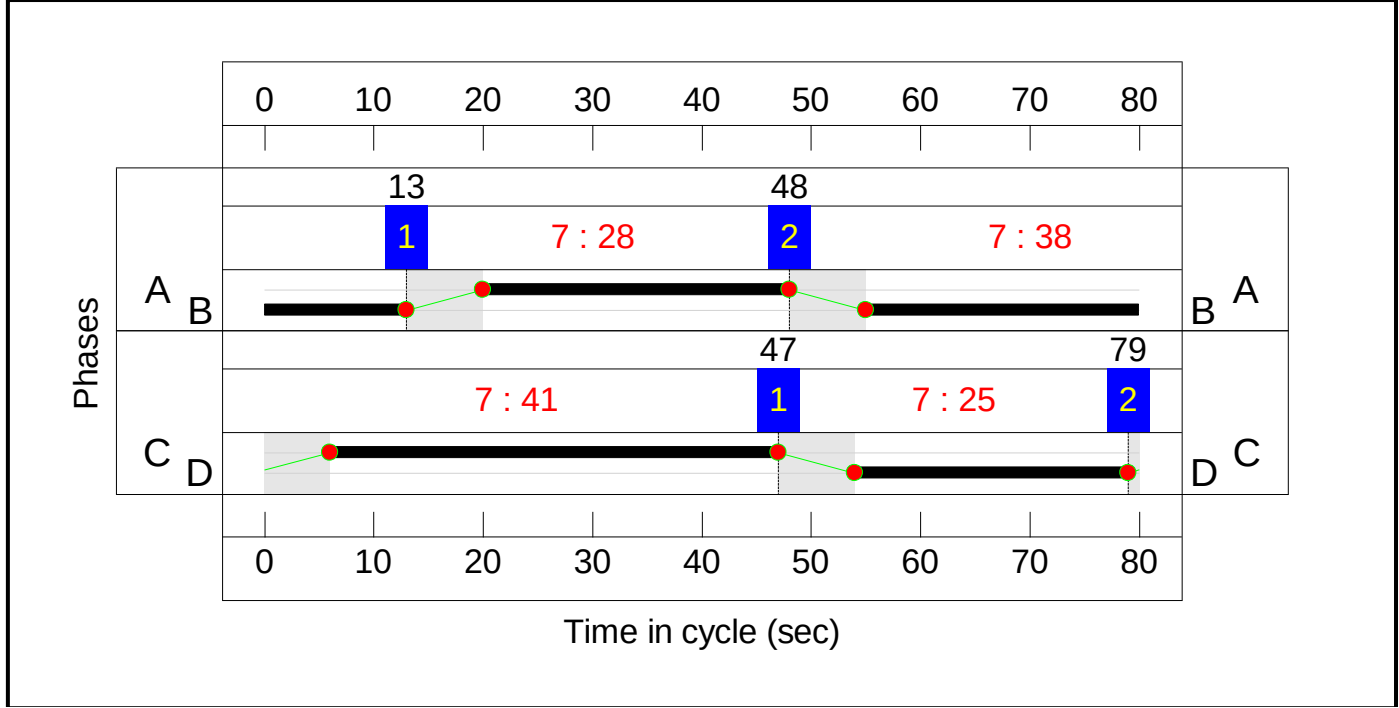
Stage Stream: 1

Stage	1	2
Duration	28	38
Change Point	13	48

Stage Stream: 2

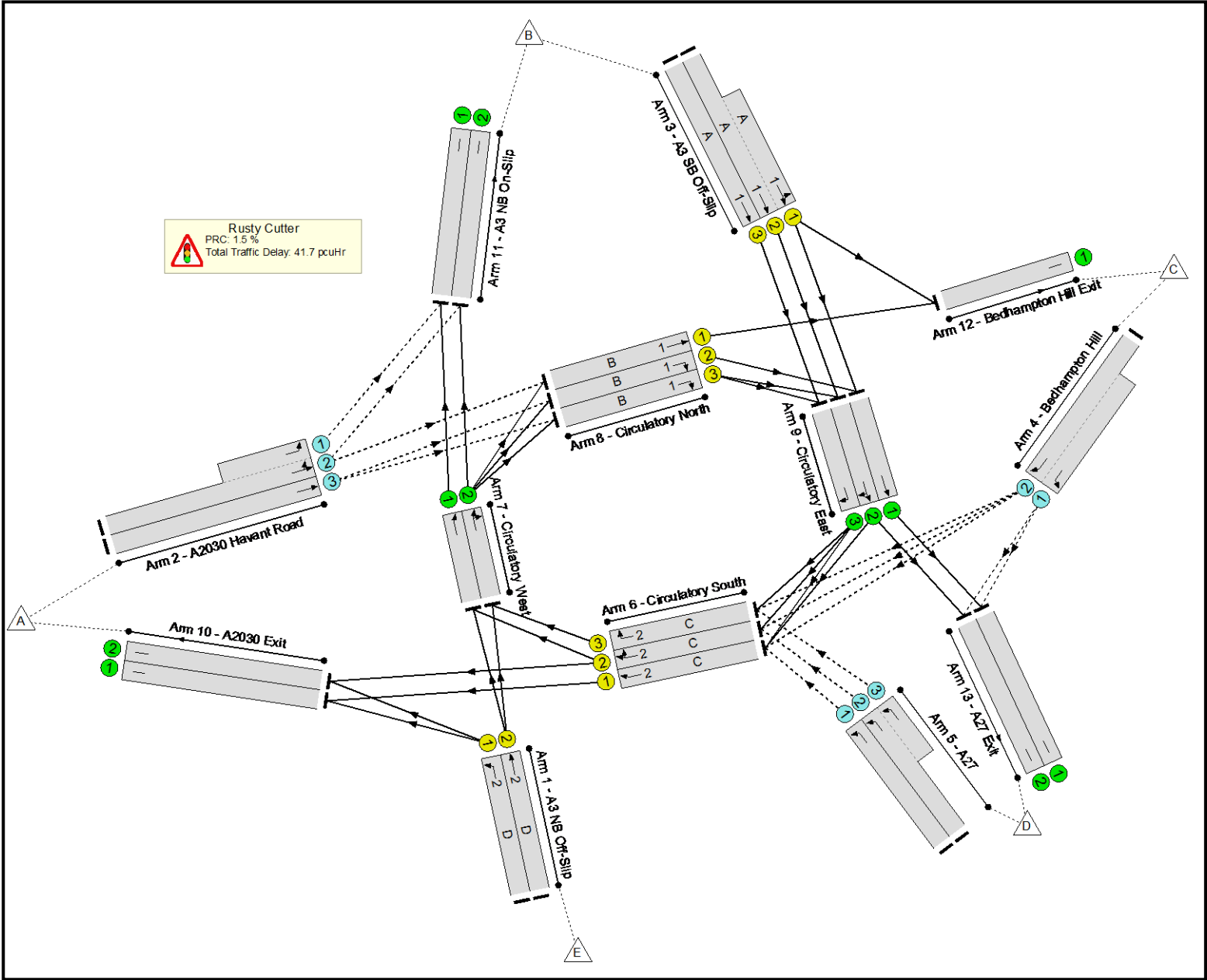
Stage	1	2
Duration	25	41
Change Point	47	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	25	-	74	1900	618	12.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	25	-	575	1996	649	88.6%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	665	2205:2095	590+462	63.3 : 63.3%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	252	2165	590	42.7%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	28	-	983	2135:1967	592+593	83.0 : 83.0%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	28	-	308	2135	774	39.8%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	790	2225:2115	887+932	42.8 : 44.0%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	336	2039	1064	31.6%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1124	2029:2039	1017+1017	55.3 : 55.3%
6/1	Circulatory South Ahead	U	2	N/A	C		1	41	-	643	2015	1058	60.8%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	41	-	906	1955	1026	88.3%
6/3	Circulatory South Right	U	2	N/A	C		1	41	-	599	1955	1026	58.4%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1172	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	38	-	812	1955	953	85.2%
8/2	Circulatory North Right	U	1	N/A	B		1	38	-	215	1955	953	22.6%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	38	-	214	1915	934	22.9%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%

Full Input Data And Results

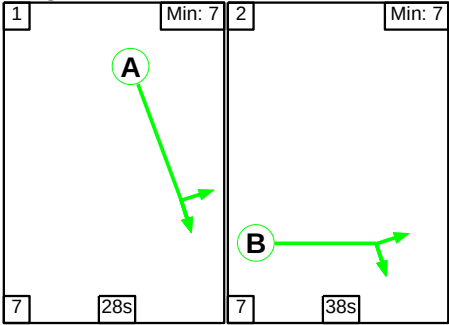
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5746	0	0	24.8	16.9	0.0	41.7	-	-	-	-
Rusty Cutter	-	-	5746	0	0	24.8	16.9	0.0	41.7	-	-	-	-
1/1	74	74	-	-	-	0.4	0.1	-	0.5	22.3	1.2	0.1	1.2
1/2	575	575	-	-	-	4.1	3.6	-	7.6	47.9	12.0	3.6	15.5
2/2+2/1	665	665	1330	0	0	0.3	0.9	-	1.1	6.2	3.5	0.9	4.4
2/3	252	252	252	0	0	0.1	0.4	-	0.4	6.1	1.5	0.4	1.9
3/2+3/1	983	983	-	-	-	5.8	2.4	-	8.2	30.1	9.3	2.4	11.7
3/3	308	308	-	-	-	1.6	0.3	-	2.0	22.9	5.0	0.3	5.4
4/2+4/1	790	790	1580	0	0	0.6	0.4	-	1.0	4.5	3.1	0.4	3.4
5/1	336	336	336	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
5/2+5/3	1124	1124	2248	0	0	0.0	0.6	-	0.6	2.0	1.4	0.6	2.0
6/1	643	643	-	-	-	2.4	0.8	-	3.2	18.0	9.1	0.8	9.8
6/2	906	906	-	-	-	4.2	3.6	-	7.8	30.8	15.8	3.6	19.4
6/3	599	599	-	-	-	2.2	0.7	-	2.9	17.4	9.3	0.7	10.0
7/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1172	1172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	812	812	-	-	-	2.1	2.8	-	4.9	21.6	7.8	2.8	10.5
8/2	215	215	-	-	-	0.5	0.1	-	0.6	10.5	1.8	0.1	1.9
8/3	214	214	-	-	-	0.5	0.1	-	0.6	10.6	1.8	0.1	1.9
9/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

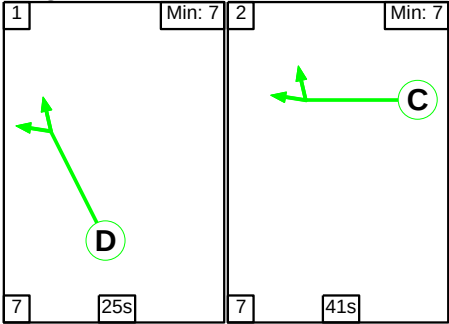
12/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%) 5.6 Total Delay for Signalled Lanes (pcuHr): 16.31 Cycle Time (s): 80 C1 Stream: 2 PRC for Signalled Lanes (%) 1.5 Total Delay for Signalled Lanes (pcuHr): 21.98 Cycle Time (s): 80 PRC Over All Lanes (%) 1.5 Total Delay Over All Lanes(pcuHr): 41.72													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

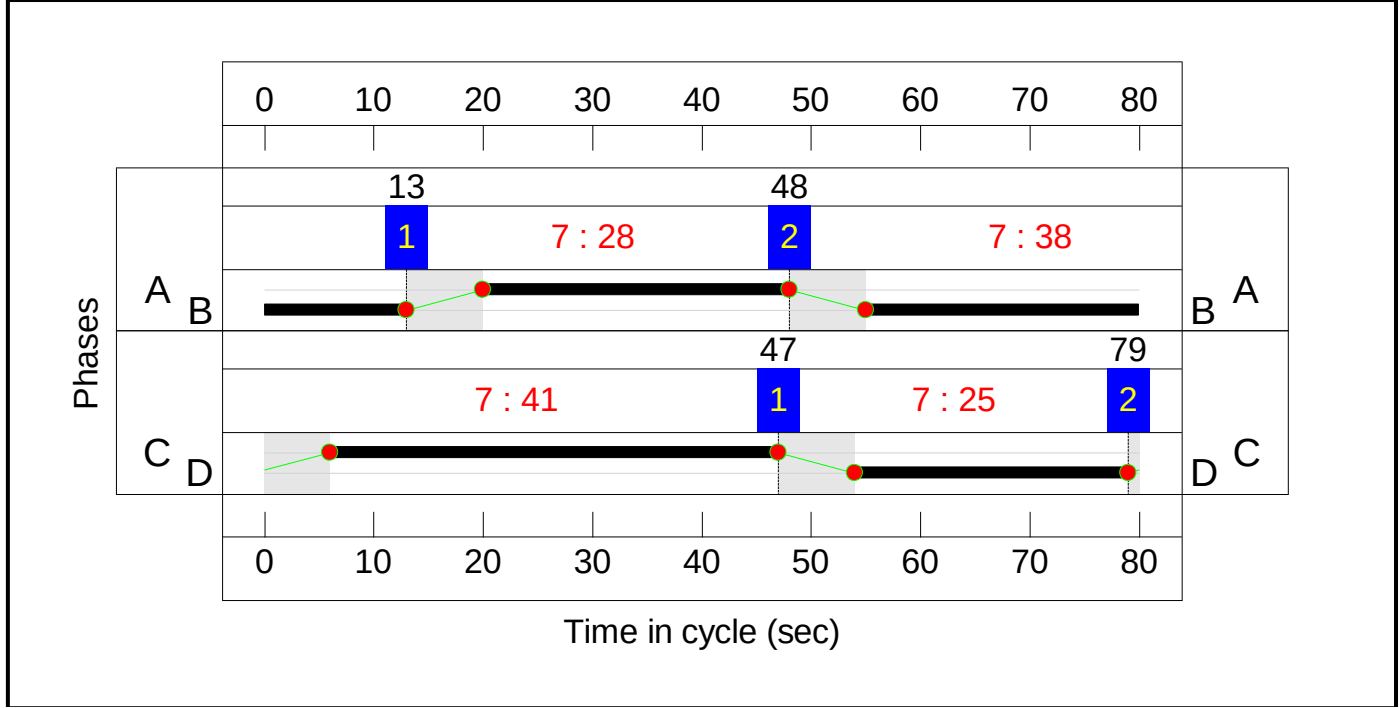
Stage Stream: 1

Stage	1	2
Duration	28	38
Change Point	13	48

Stage Stream: 2

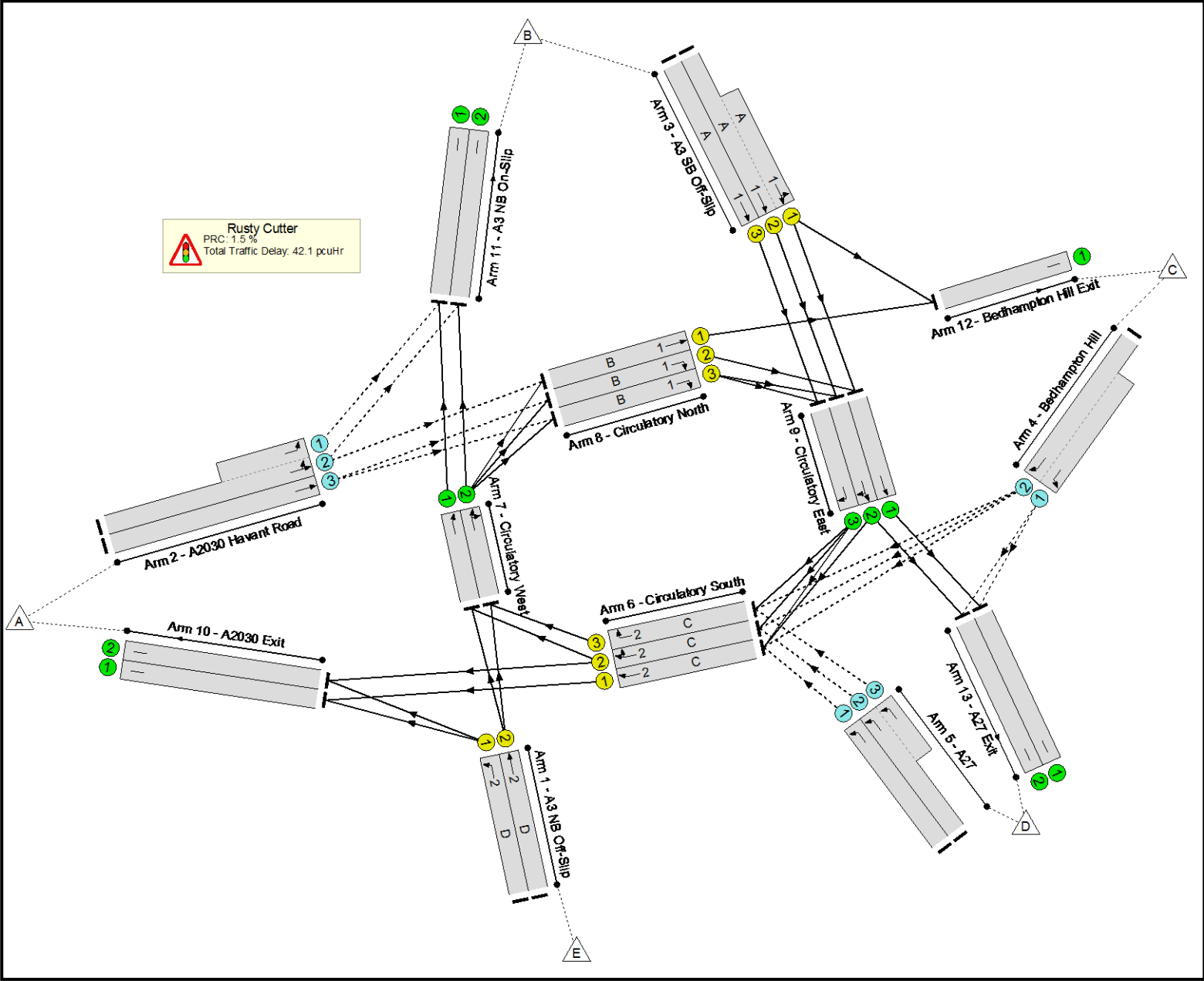
Stage	1	2
Duration	25	41
Change Point	47	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	25	-	76	1900	618	12.3%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	25	-	575	1996	649	88.6%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	667	2205:2095	588+464	63.4 : 63.4%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	255	2165	588	43.3%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	28	-	986	2135:1967	593+593	83.2 : 83.2%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	28	-	311	2135	774	40.2%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	791	2225:2115	885+930	43.0 : 44.2%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	338	2039	1062	31.8%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1128	2029:2039	1017+1017	55.5 : 55.5%
6/1	Circulatory South Ahead	U	2	N/A	C		1	41	-	646	2015	1058	61.1%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	41	-	910	1955	1026	88.7%
6/3	Circulatory South Right	U	2	N/A	C		1	41	-	601	1955	1026	58.6%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1174	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	38	-	812	1955	953	85.2%
8/2	Circulatory North Right	U	1	N/A	B		1	38	-	217	1955	953	22.8%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	38	-	215	1915	934	23.0%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	913	Inf	Inf	0.0%

Full Input Data And Results

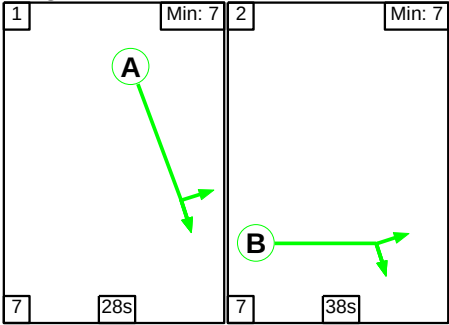
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5765	0	0	25.0	17.1	0.0	42.1	-	-	-	-
Rusty Cutter	-	-	5765	0	0	25.0	17.1	0.0	42.1	-	-	-	-
1/1	76	76	-	-	-	0.4	0.1	-	0.5	22.3	1.2	0.1	1.3
1/2	575	575	-	-	-	4.1	3.6	-	7.6	47.9	12.0	3.6	15.5
2/2+2/1	667	667	1334	0	0	0.3	0.9	-	1.2	6.3	3.5	0.9	4.4
2/3	255	255	255	0	0	0.1	0.4	-	0.4	6.2	1.6	0.4	2.0
3/2+3/1	986	986	-	-	-	5.9	2.4	-	8.3	30.2	9.3	2.4	11.7
3/3	311	311	-	-	-	1.6	0.3	-	2.0	22.9	5.1	0.3	5.4
4/2+4/1	791	791	1582	0	0	0.6	0.4	-	1.0	4.5	3.1	0.4	3.4
5/1	338	338	338	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
5/2+5/3	1128	1128	2256	0	0	0.0	0.6	-	0.6	2.1	1.4	0.6	2.0
6/1	646	646	-	-	-	2.5	0.8	-	3.2	18.1	9.1	0.8	9.9
6/2	910	910	-	-	-	4.2	3.7	-	7.9	31.3	15.9	3.7	19.6
6/3	601	601	-	-	-	2.2	0.7	-	2.9	17.5	9.3	0.7	10.0
7/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1174	1174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	812	812	-	-	-	2.1	2.8	-	4.9	21.6	7.8	2.8	10.5
8/2	217	217	-	-	-	0.5	0.1	-	0.6	10.6	1.8	0.1	1.9
8/3	215	215	-	-	-	0.5	0.1	-	0.6	10.6	1.8	0.1	1.9
9/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

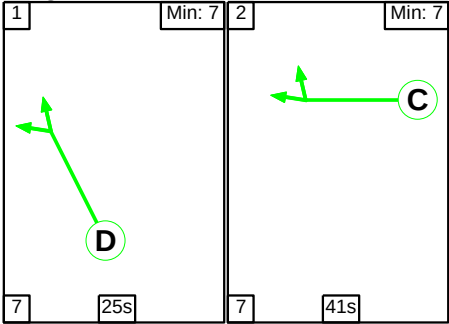
12/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%) 5.6 Total Delay for Signalled Lanes (pcuHr): 16.39 Cycle Time (s): 80 C1 Stream: 2 PRC for Signalled Lanes (%) 1.5 Total Delay for Signalled Lanes (pcuHr): 22.21 Cycle Time (s): 80 PRC Over All Lanes (%) 1.5 Total Delay Over All Lanes(pcuHr): 42.08													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

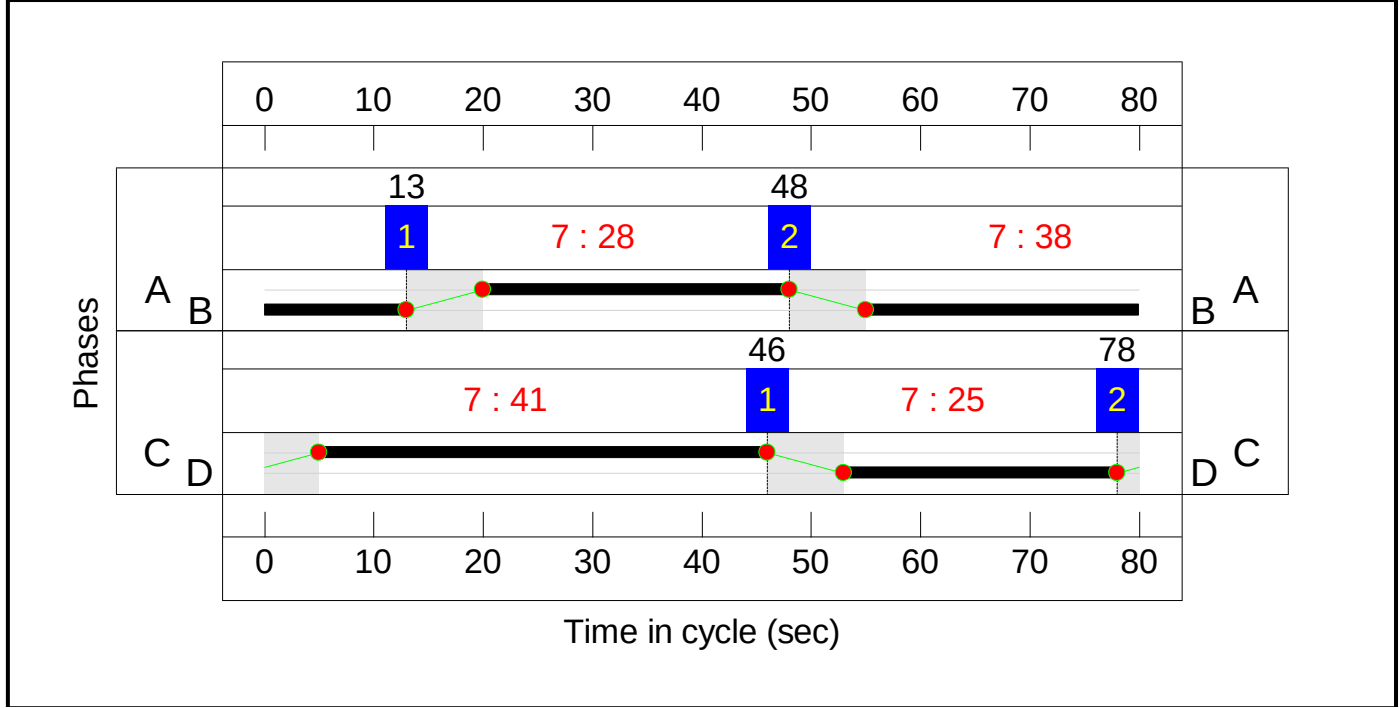
Stage Stream: 1

Stage	1	2
Duration	28	38
Change Point	13	48

Stage Stream: 2

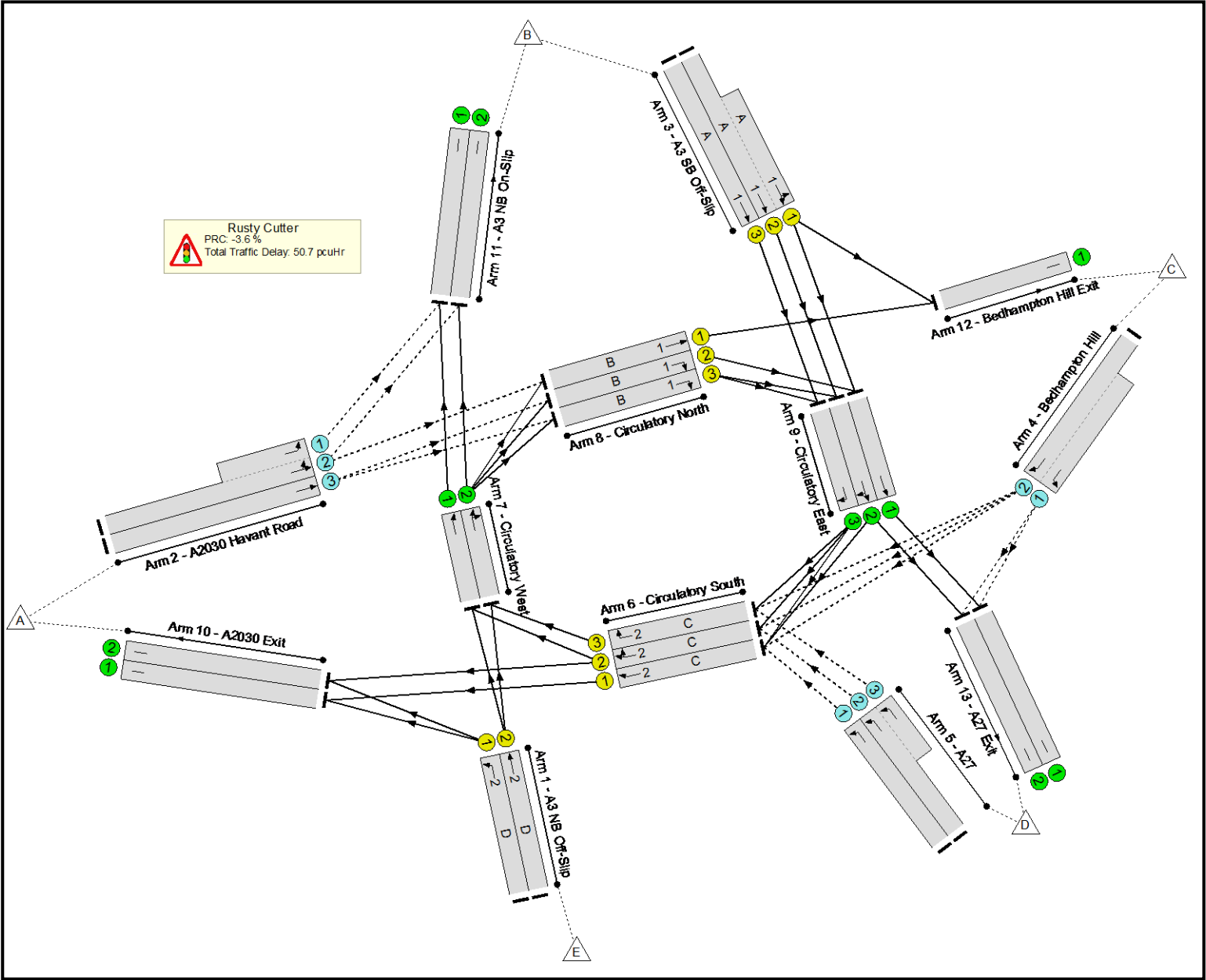
Stage	1	2
Duration	25	41
Change Point	46	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	25	-	77	1900	618	12.5%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	25	-	605	1996	649	93.3%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	698	2205:2095	560+437	70.0 : 70.0%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	264	2165	560	47.1%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	28	-	1033	2135:1967	594+593	87.1 : 87.1%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	28	-	324	2135	774	41.9%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	829	2225:2115	860+904	46.4 : 47.6%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	353	2039	1057	33.4%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1180	2029:2039	1017+1017	58.0 : 58.0%
6/1	Circulatory South Ahead	U	2	N/A	C		1	41	-	676	2015	1058	63.9%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	41	-	951	1955	1026	92.7%
6/3	Circulatory South Right	U	2	N/A	C		1	41	-	629	1955	1026	61.3%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	38	-	853	1955	953	89.5%
8/2	Circulatory North Right	U	1	N/A	B		1	38	-	225	1955	953	23.6%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	38	-	225	1915	934	24.1%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%

Full Input Data And Results

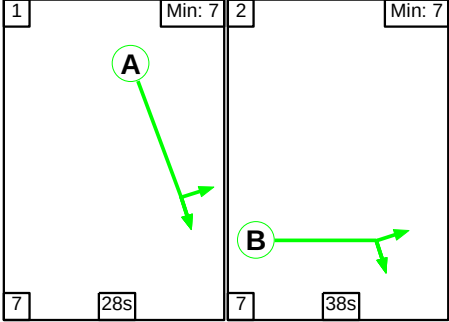
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	6031	0	0	27.1	23.6	0.0	50.7	-	-	-	-
Rusty Cutter	-	-	6031	0	0	27.1	23.6	0.0	50.7	-	-	-	-
1/1	77	77	-	-	-	0.4	0.1	-	0.5	22.4	1.2	0.1	1.3
1/2	605	605	-	-	-	4.4	5.5	-	9.9	59.0	12.9	5.5	18.5
2/2+2/1	698	698	1396	0	0	0.4	1.2	-	1.6	8.2	4.2	1.2	5.4
2/3	264	264	264	0	0	0.1	0.4	-	0.5	7.3	2.0	0.4	2.4
3/2+3/1	1033	1033	-	-	-	6.2	3.2	-	9.5	33.0	9.9	3.2	13.1
3/3	324	324	-	-	-	1.7	0.4	-	2.1	23.2	5.4	0.4	5.8
4/2+4/1	829	829	1658	0	0	0.8	0.4	-	1.2	5.2	3.4	0.4	3.9
5/1	353	353	353	0	0	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
5/2+5/3	1180	1180	2360	0	0	0.0	0.7	-	0.7	2.2	1.6	0.7	2.3
6/1	676	676	-	-	-	2.7	0.9	-	3.6	19.1	9.9	0.9	10.8
6/2	951	951	-	-	-	4.8	5.5	-	10.3	38.9	17.6	5.5	23.1
6/3	629	629	-	-	-	2.4	0.8	-	3.2	18.4	10.0	0.8	10.8
7/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	853	853	-	-	-	2.1	4.0	-	6.1	25.6	8.4	4.0	12.3
8/2	225	225	-	-	-	0.5	0.2	-	0.6	10.3	1.8	0.2	2.0
8/3	225	225	-	-	-	0.5	0.2	-	0.6	10.4	1.8	0.2	2.0
9/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

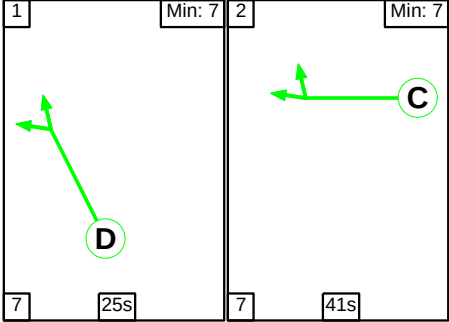
12/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%) 0.6 Total Delay for Signalled Lanes (pcuHr): 18.92 Cycle Time (s): 80 C1 Stream: 2 PRC for Signalled Lanes (%) -3.6 Total Delay for Signalled Lanes (pcuHr): 27.50 Cycle Time (s): 80 PRC Over All Lanes (%) -3.6 Total Delay Over All Lanes(pcuHr): 50.73													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

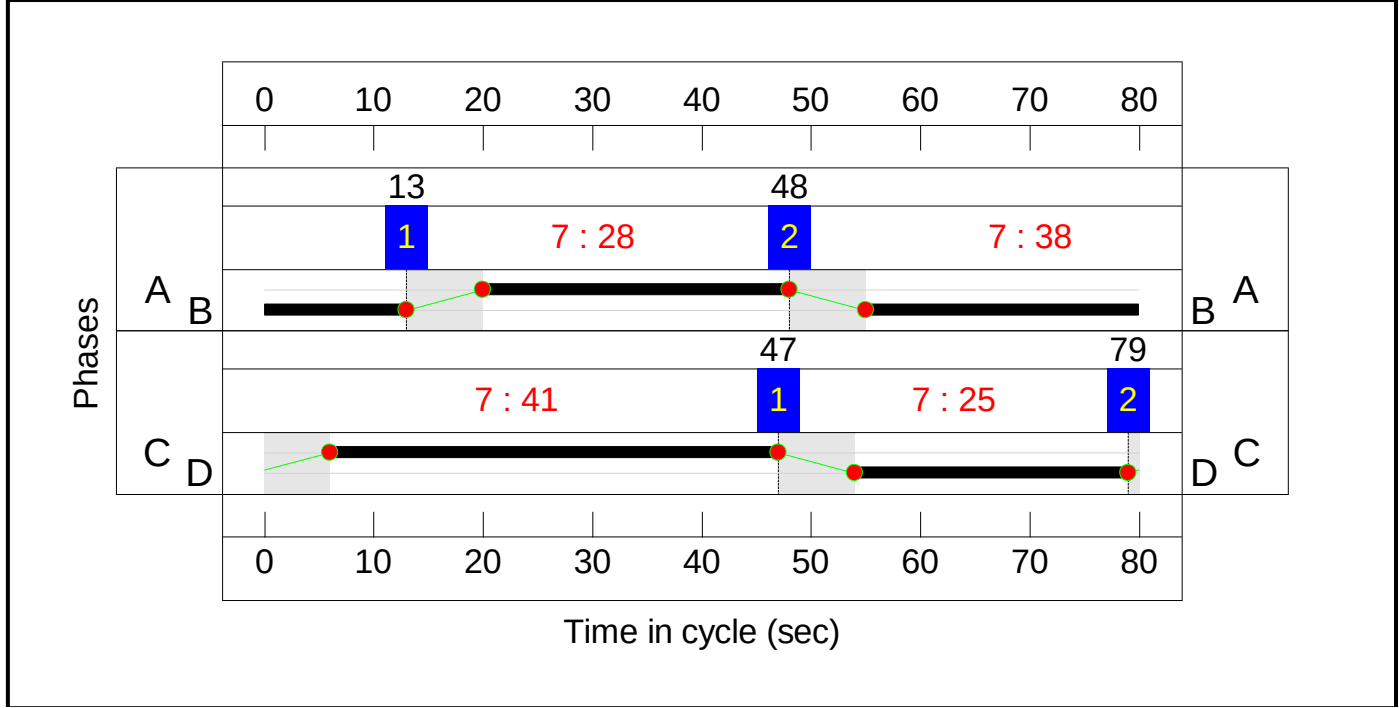
Stage Stream: 1

Stage	1	2
Duration	28	38
Change Point	13	48

Stage Stream: 2

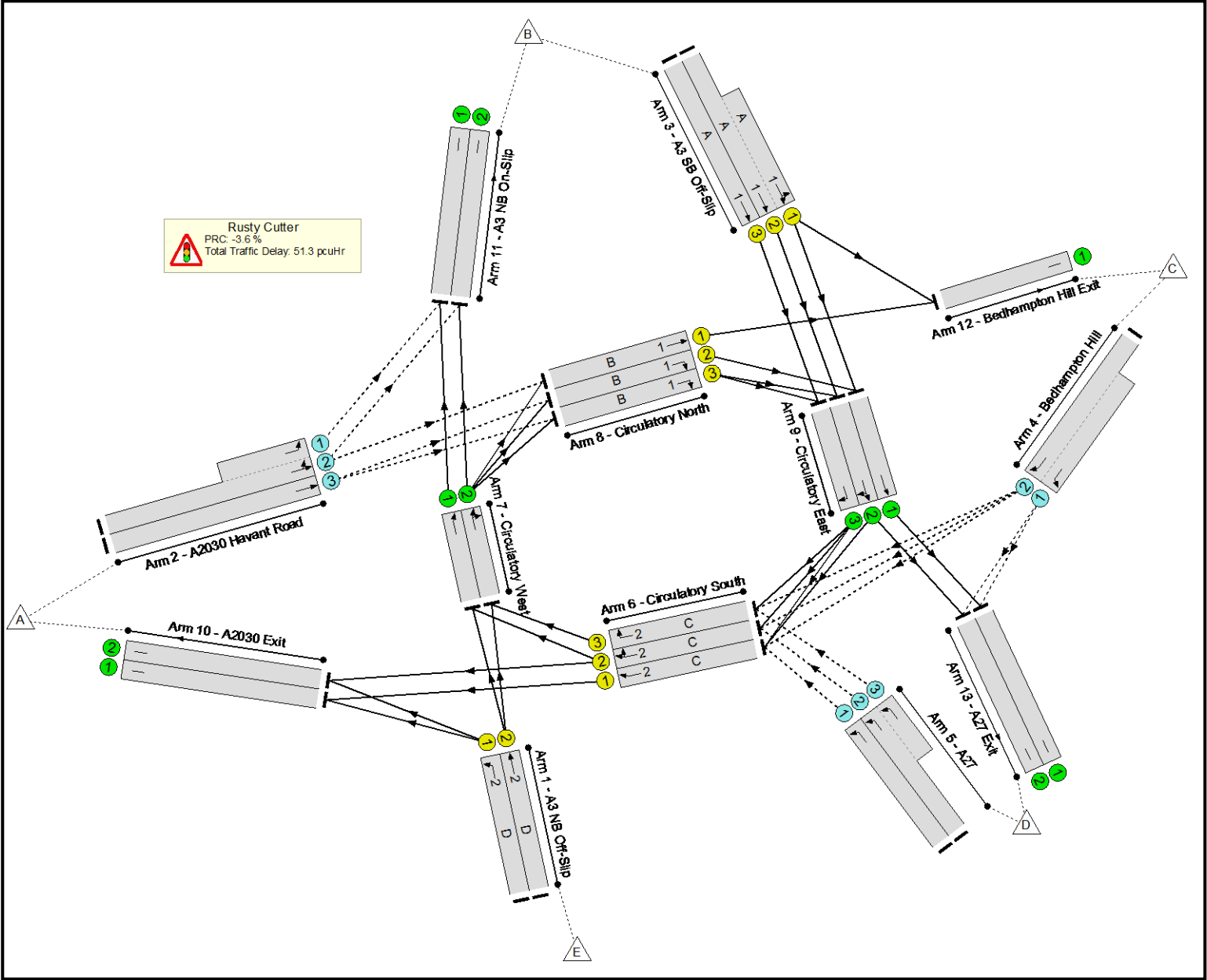
Stage	1	2
Duration	25	41
Change Point	47	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	25	-	79	1900	618	12.8%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	25	-	605	1996	649	93.3%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	700	2205:2095	559+439	70.1 : 70.1%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	268	2165	559	48.0%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	28	-	1035	2135:1967	592+593	87.4 : 87.4%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	28	-	327	2135	774	42.3%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	831	2225:2115	857+901	46.6 : 47.9%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	355	2039	1056	33.6%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1184	2029:2039	1017+1017	58.2 : 58.2%
6/1	Circulatory South Ahead	U	2	N/A	C		1	41	-	679	2015	1058	64.2%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	41	-	955	1955	1026	93.0%
6/3	Circulatory South Right	U	2	N/A	C		1	41	-	631	1955	1026	61.5%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1233	Inf	Inf	0.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	38	-	853	1955	953	89.5%
8/2	Circulatory North Right	U	1	N/A	B		1	38	-	227	1955	953	23.8%

Full Input Data And Results

8/3	Circulatory North Right	U	1	N/A	B		1	38	-	227	1915	934	24.3%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	6053	0	0	27.3	24.0	0.0	51.3	-	-	-	-
Rusty Cutter	-	-	6053	0	0	27.3	24.0	0.0	51.3	-	-	-	-
1/1	79	79	-	-	-	0.4	0.1	-	0.5	22.4	1.2	0.1	1.3
1/2	605	605	-	-	-	4.4	5.5	-	9.9	59.0	12.9	5.5	18.5
2/2+2/1	700	700	1400	0	0	0.5	1.2	-	1.6	8.3	4.2	1.2	5.4
2/3	268	268	268	0	0	0.1	0.5	-	0.6	7.5	2.1	0.5	2.5
3/2+3/1	1035	1035	-	-	-	6.3	3.3	-	9.6	33.3	10.2	3.3	13.5
3/3	327	327	-	-	-	1.7	0.4	-	2.1	23.2	5.4	0.4	5.8
4/2+4/1	831	831	1662	0	0	0.8	0.4	-	1.2	5.3	3.4	0.4	3.9
5/1	355	355	355	0	0	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
5/2+5/3	1184	1184	2368	0	0	0.0	0.7	-	0.7	2.2	1.6	0.7	2.3
6/1	679	679	-	-	-	2.6	0.9	-	3.5	18.8	9.8	0.9	10.7
6/2	955	955	-	-	-	4.7	5.8	-	10.5	39.4	17.6	5.8	23.3
6/3	631	631	-	-	-	2.4	0.8	-	3.2	18.4	10.0	0.8	10.8
7/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1233	1233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	853	853	-	-	-	2.3	4.0	-	6.2	26.3	8.7	4.0	12.7
8/2	227	227	-	-	-	0.5	0.2	-	0.7	10.7	1.9	0.2	2.1
8/3	227	227	-	-	-	0.5	0.2	-	0.7	10.8	1.9	0.2	2.1
9/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 0.6 C1 Stream: 2 PRC for Signalled Lanes (%): -3.6 PRC Over All Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 19.26 Total Delay for Signalled Lanes (pcuHr): 27.64 Total Delay Over All Lanes(pcuHr): 51.28 Cycle Time (s): 80 Cycle Time (s): 80													

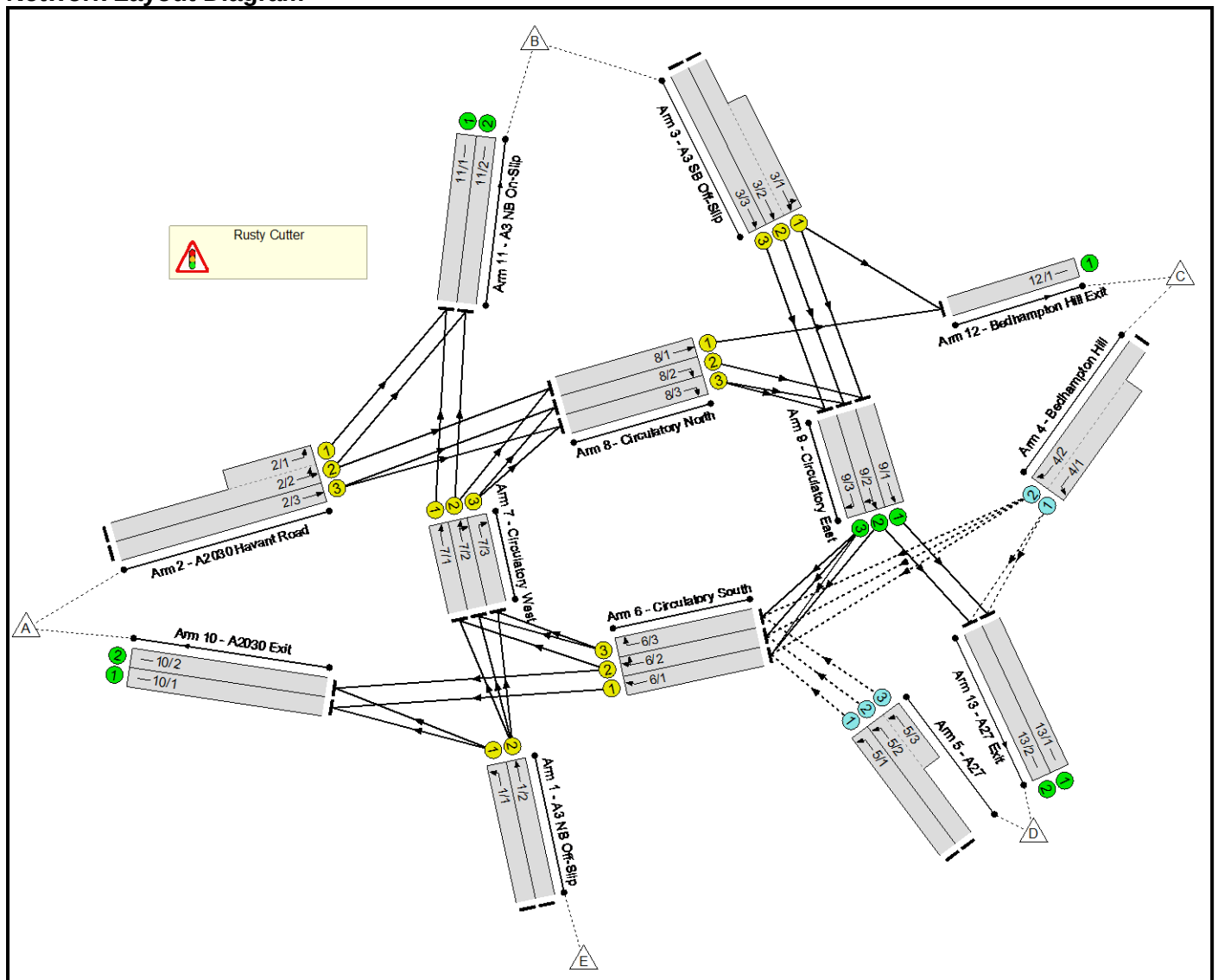
Full Input Data And Results

Full Input Data And Results

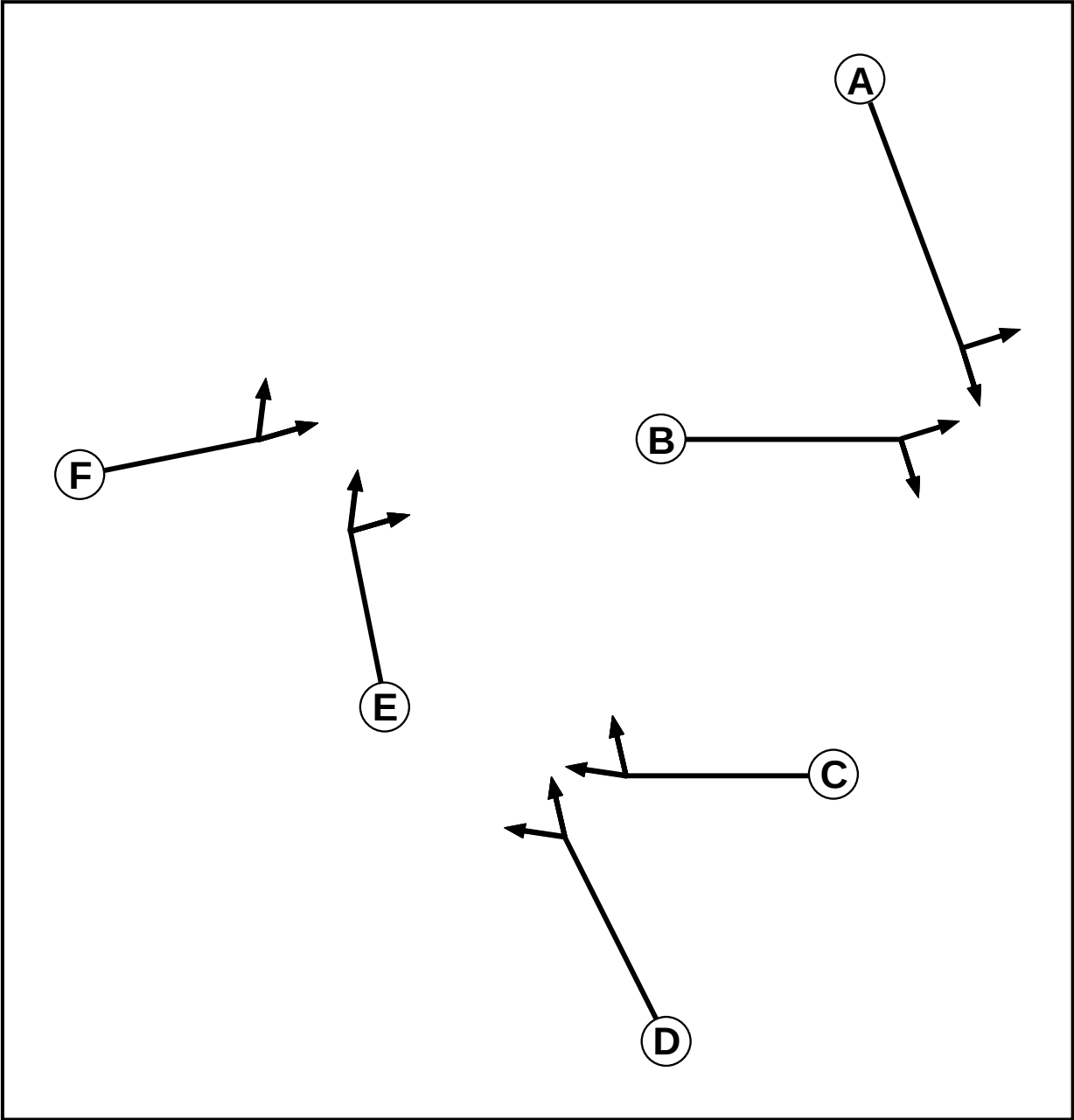
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	Rusty Cutter Junction Modelling – AM Peak (with signalised crossing)
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v7b 2016 Base AM - RAD - With Optimisation + imp.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7

Phase Intergreens Matrix

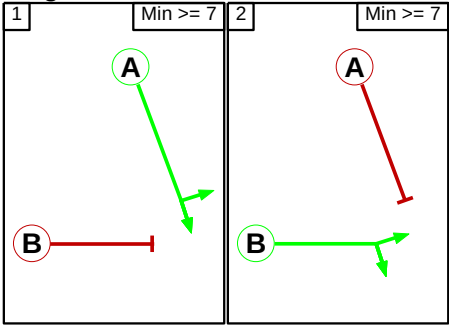
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	-	-	-
	B	7		-	-	-	-
	C	-	-		7	-	-
	D	-	-	7		-	-
	E	-	-	-	-		8
	F	-	-	-	-	8	

Phases in Stage

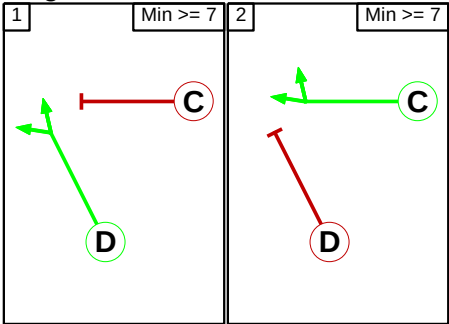
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C
3	1	F
3	2	E

Stage Diagram

Stage Stream: 1

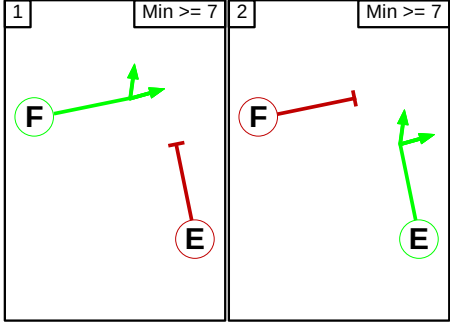


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Phase Delays

Stage Stream: 1

Term.	Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined						

Stage Stream: 2

Term.	Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined						

Stage Stream: 3

Term.	Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined						

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		8
	2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
4/1 (Bedhampton Hill)	13/1 (Left)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
	13/2 (Left)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
4/2 (Bedhampton Hill)	6/1 (Ahead)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
				9/3	0.39	All					
	6/2 (Ahead)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
				9/3	0.39	All					
				9/1	0.39	All					
	6/3 (Ahead)	1448	0	9/2	0.39	All					
				9/3	0.39	All					
5/1 (A27)	6/1 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-
5/3 (A27)	6/3 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-

Full Input Data And Results

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Left	38.00
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.20	0.00	N	Arm 7 Ahead	38.00
2/1 (A2030 Havant Road)	U	F	2	3	7.0	Geom	-	4.80	0.00	Y	Arm 11 Left	Inf
2/2 (A2030 Havant Road)	U	F	2	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
2/3 (A2030 Havant Road)	U	F	2	3	60.0	Geom	-	4.10	0.00	N	Arm 8 Ahead	Inf
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	70.00
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Bedhampton Hill)	O		2	3	12.5	Geom	-	5.00	0.00	Y	Arm 13 Left	Inf
4/2 (Bedhampton Hill)	O		2	3	60.0	Geom	-	4.70	0.00	N	Arm 6 Ahead	Inf
5/1 (A27)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	40.00
5/2 (A27)	O		2	3	7.0	Geom	-	3.50	0.00	N	Arm 6 Left	40.00
5/3 (A27)	O		2	3	5.2	Geom	-	3.60	0.00	N	Arm 6 Left	40.00
6/1 (Circulatory South)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circulatory South)	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Circulatory South)	U	C	2	3	15.8	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf

Full Input Data And Results

7/1 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf
7/2 (Circulatory West)	U	E	2	3	11.3	Geom	-	4.00	0.00	N	Arm 8 Right	Inf
7/3 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	N	Arm 11 Ahead	Inf
7/3 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	N	Arm 8 Right	Inf
8/1 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 12 Ahead	Inf
8/2 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 9 Right	Inf
8/3 (Circulatory North)	U	B	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 9 Right	Inf
9/1 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev'	07:30	08:30	01:00	
7: '2028 AM Peak Plus Com Dev Plus Prop Dev'	07:30	08:30	01:00	

Scenario 4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev' (FG4: '2023 AM Peak Plus Com Dev Plus 50%

Full Input Data And Results
Prop Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	367	264	396	0	1027
	B	390	0	63	1150	0	1603
	C	243	57	0	395	0	695
	D	273	866	39	0	0	1178
	E	53	2	191	547	0	793
	Tot.	959	1292	557	2488	0	5296

Traffic Lane Flows

Lane	Scenario 4: 2023 AM Peak Plus Com Dev Plus 50% Prop Dev
Junction: Rusty Cutter	
1/1	53
1/2	740
2/1 (short)	315
2/2 (with short)	631(In) 316(Out)
2/3	396
3/1 (short)	607
3/2 (with short)	1213(In) 606(Out)
3/3	390
4/1 (short)	395
4/2 (with short)	695(In) 300(Out)
5/1	273
5/2 (with short)	905(In) 453(Out)
5/3 (short)	452
6/1	589
6/2	798
6/3	481
7/1	482
7/2	673
7/3	547
8/1	494
8/2	472
8/3	471
9/1	1016
9/2	1077
9/3	390
10/1	616
10/2	343
11/1	797
11/2	495
12/1	557
13/1	1214
13/2	1274

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	83.5 %	2205	2205
				Arm 11 Left	Inf	16.5 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.6 %	1971	1971
				Arm 12 Left	70.00	10.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	60.3 %	1955	1955
				Arm 10 Ahead	Inf	39.7 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	34.2 %	2155	2155
				Arm 11 Ahead	Inf	65.8 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	83.5 %	2205	2205
				Arm 11 Left	Inf	16.5 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.6 %	1971	1971
				Arm 12 Left	70.00	10.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	60.3 %	1955	1955
				Arm 10 Ahead	Inf	39.7 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	34.2 %	2155	2155
				Arm 11 Ahead	Inf	65.8 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/2 (Circulatory East Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 7: '2028 AM Peak Plus Com Dev Plus Prop Dev' (FG7: '2028 AM Peak Plus Com Dev Plus Prop Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	400	281	448	0	1129
	B	415	0	66	1208	0	1689
	C	257	60	0	415	0	732
	D	292	910	41	0	0	1243
	E	63	2	201	575	0	841
	Tot.	1027	1372	589	2646	0	5634

Traffic Lane Flows

Lane	Scenario 7: 2028 AM Peak Plus Com Dev Plus Prop Dev
Junction: Rusty Cutter	
1/1	63
1/2	778
2/1 (short)	340
2/2 (with short)	681(In) 341(Out)
2/3	448
3/1 (short)	637
3/2 (with short)	1274(In) 637(Out)
3/3	415
4/1 (short)	415
4/2 (with short)	732(In) 317(Out)
5/1	292
5/2 (with short)	951(In) 475(Out)
5/3 (short)	476
6/1	627
6/2	842
6/3	506
7/1	506
7/2	708
7/3	575
8/1	523
8/2	512
8/3	511
9/1	1083
9/2	1148
9/3	415
10/1	658
10/2	369
11/1	846
11/2	526
12/1	589
13/1	1291
13/2	1355

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	82.4 %	2205	2205
				Arm 11 Left	Inf	17.6 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.6 %	1971	1971
				Arm 12 Left	70.00	10.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	60.0 %	1955	1955
				Arm 10 Ahead	Inf	40.0 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	34.2 %	2155	2155
				Arm 11 Ahead	Inf	65.8 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	82.4 %	2205	2205
				Arm 11 Left	Inf	17.6 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.6 %	1971	1971
				Arm 12 Left	70.00	10.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	60.0 %	1955	1955
				Arm 10 Ahead	Inf	40.0 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	34.2 %	2155	2155
				Arm 11 Ahead	Inf	65.8 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

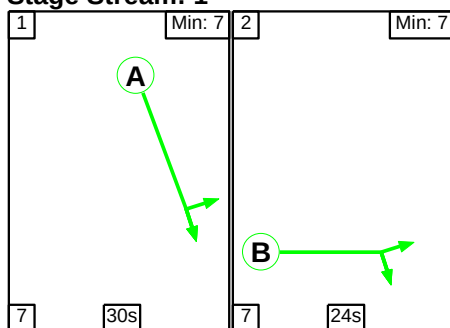
Full Input Data And Results

9/2 (Circulatory East Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

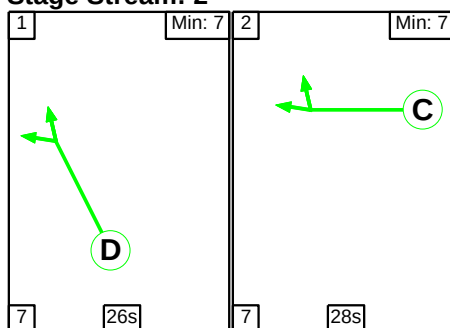
Scenario 4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev' (FG4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

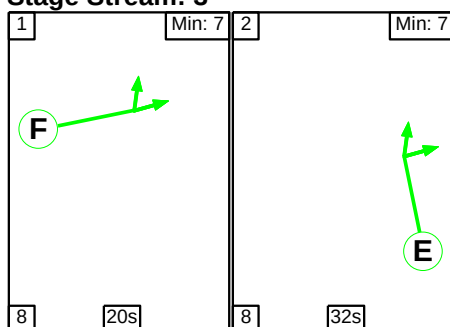
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	24
Change Point	13	50

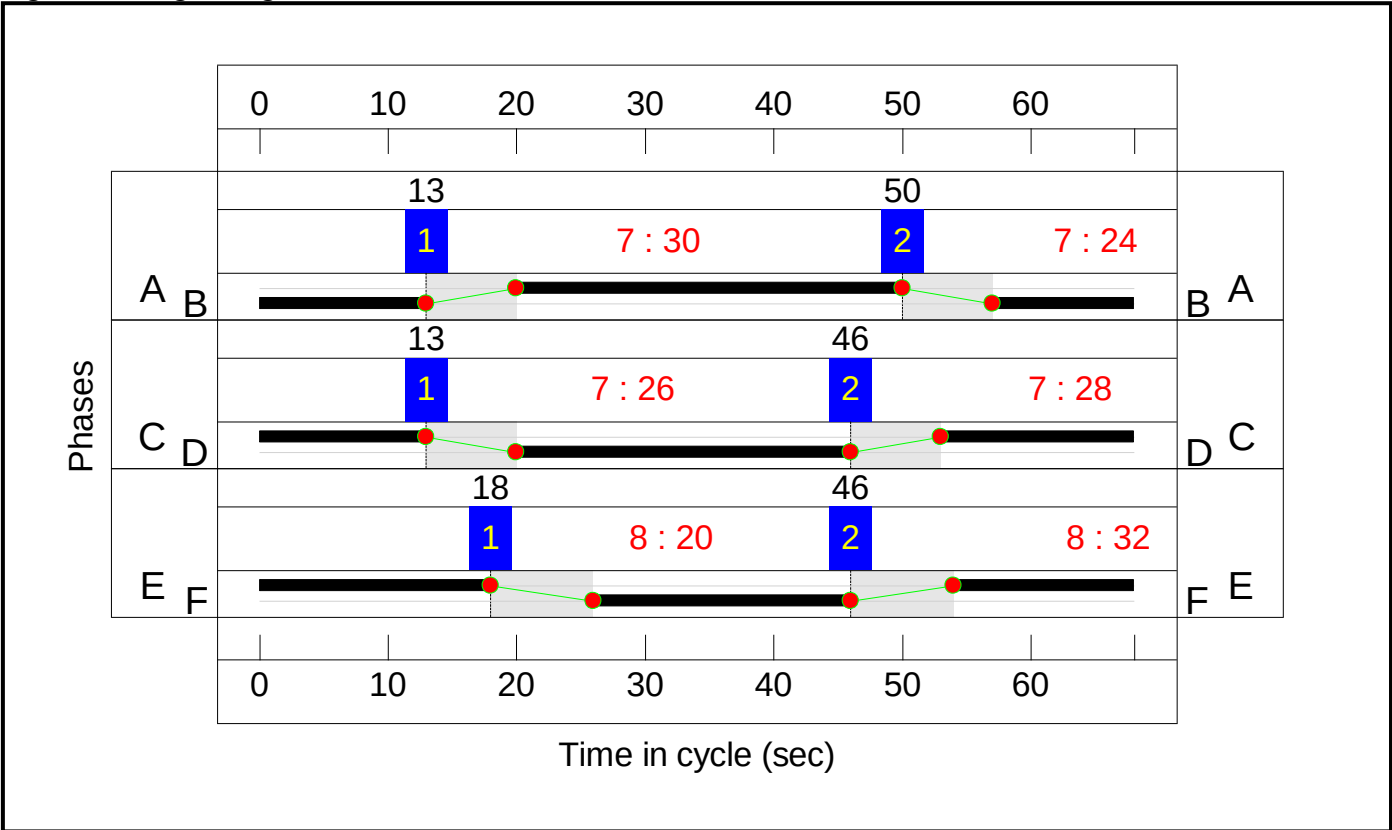
Stage Stream: 2

Stage	1	2
Duration	26	28
Change Point	13	46

Stage Stream: 3

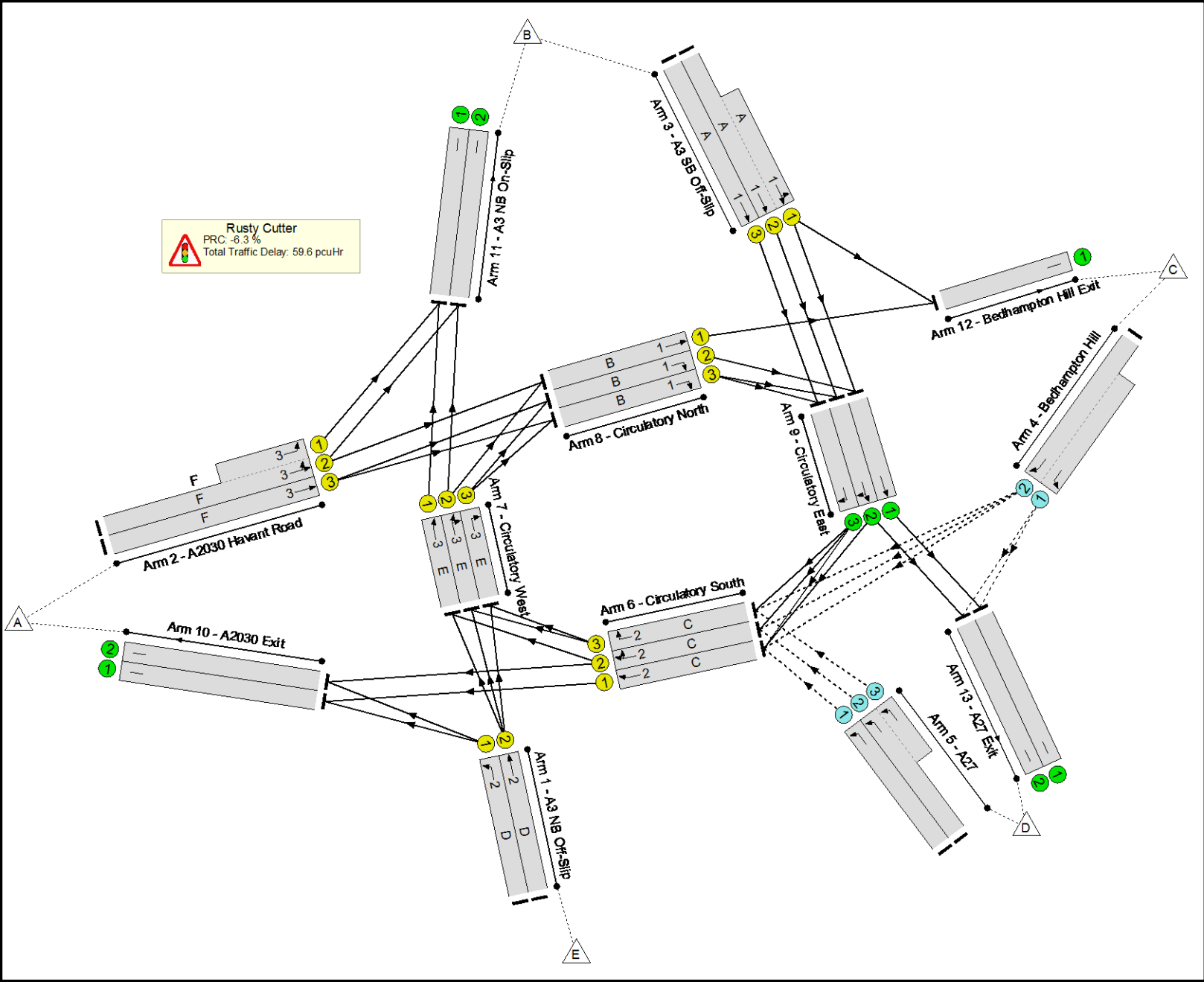
Stage	1	2
Duration	20	32
Change Point	18	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	26	-	53	1900	754	7.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	26	-	740	1996	793	93.4%
2/2+2/1	A2030 Havant Road Ahead Left	U	3	N/A	F		1	20	-	631	2205:2095	514+513	61.5 : 61.5%
2/3	A2030 Havant Road Ahead	U	3	N/A	F		1	20	-	396	2165	669	59.2%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	30	-	1213	2135:1971	727+728	83.4 : 83.4%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	30	-	390	2135	973	40.1%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	695	2225:2115	572+637	52.5 : 62.1%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	273	2039	1033	26.4%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	905	2029:2039	1018+1016	44.5 : 44.5%
6/1	Circulatory South Ahead	U	2	N/A	C		1	28	-	589	2015	859	68.5%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	28	-	798	1955	834	95.7%
6/3	Circulatory South Right	U	2	N/A	C		1	28	-	481	1955	834	57.7%
7/1	Circulatory West Ahead	U	3	N/A	E		1	32	-	482	1965	954	50.5%
7/2	Circulatory West Right Ahead	U	3	N/A	E		1	32	-	673	2155	1046	64.4%
7/3	Circulatory West Right	U	3	N/A	E		1	32	-	547	2105	1022	53.5%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	494	1955	719	68.7%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	472	1955	719	65.7%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	471	1915	704	66.9%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1214	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1274	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	3473	0	0	33.6	25.9	0.0	59.6	-	-	-	-
Rusty Cutter	-	-	3473	0	0	33.6	25.9	0.0	59.6	-	-	-	-
1/1	53	53	-	-	-	0.2	0.0	-	0.2	15.3	0.6	0.0	0.7
1/2	740	740	-	-	-	4.0	5.8	-	9.8	47.7	13.4	5.8	19.1
2/2+2/1	631	631	-	-	-	3.3	0.8	-	4.1	23.6	4.8	0.8	5.6
2/3	396	396	-	-	-	2.2	0.7	-	2.9	26.5	6.3	0.7	7.0
3/2+3/1	1213	1213	-	-	-	4.8	2.5	-	7.3	21.6	8.9	2.5	11.4
3/3	390	390	-	-	-	1.3	0.3	-	1.7	15.4	4.9	0.3	5.2
4/2+4/1	695	695	1390	0	0	0.6	0.7	-	1.3	6.6	2.6	0.7	3.3
5/1	273	273	273	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
5/2+5/3	905	905	1810	0	0	0.0	0.4	-	0.4	1.6	0.5	0.4	0.9
6/1	589	589	-	-	-	2.3	1.1	-	3.4	20.6	9.5	1.1	10.6
6/2	798	798	-	-	-	3.9	7.8	-	11.7	52.7	14.7	7.8	22.5
6/3	481	481	-	-	-	2.0	0.7	-	2.6	19.8	6.7	0.7	7.4
7/1	482	482	-	-	-	0.4	0.5	-	0.9	6.7	0.8	0.5	1.3
7/2	673	673	-	-	-	1.1	0.9	-	2.0	10.8	4.9	0.9	5.8
7/3	547	547	-	-	-	3.4	0.6	-	3.9	25.9	10.3	0.6	10.9
8/1	494	494	-	-	-	1.7	1.1	-	2.8	20.2	8.5	1.1	9.5
8/2	472	472	-	-	-	1.2	0.9	-	2.2	16.5	4.5	0.9	5.5
8/3	471	471	-	-	-	1.2	1.0	-	2.2	16.9	4.5	1.0	5.5
9/1	1016	1016	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

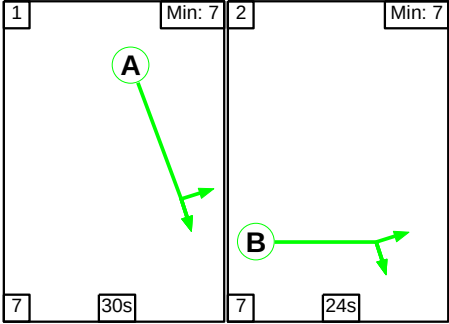
Full Input Data And Results

11/2	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1274	1274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
						C1 Stream: 1 PRC for Signalled Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 16.10 Cycle Time (s): 68 C1 Stream: 2 PRC for Signalled Lanes (%): -6.3 Total Delay for Signalled Lanes (pcuHr): 27.74 Cycle Time (s): 68 C1 Stream: 3 PRC for Signalled Lanes (%): 39.9 Total Delay for Signalled Lanes (pcuHr): 13.88 Cycle Time (s): 68 PRC Over All Lanes (%): -6.3 Total Delay Over All Lanes(pcuHr): 59.56							

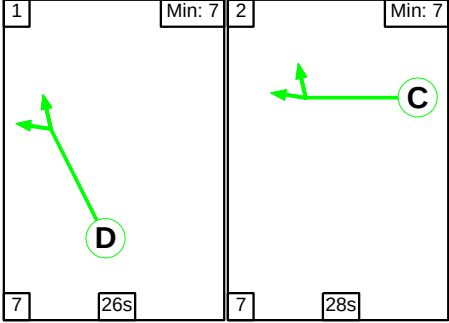
Full Input Data And Results
Scenario 7: '2028 AM Peak Plus Com Dev Plus Prop Dev' (FG7: '2028 AM Peak Plus Com Dev Plus Prop Dev',
Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

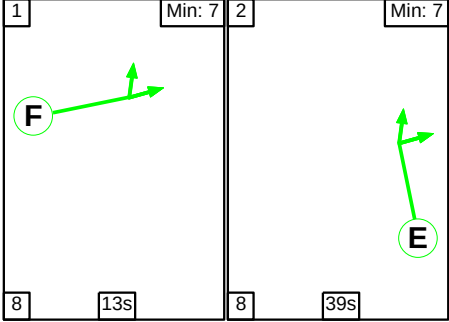
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	24
Change Point	13	50

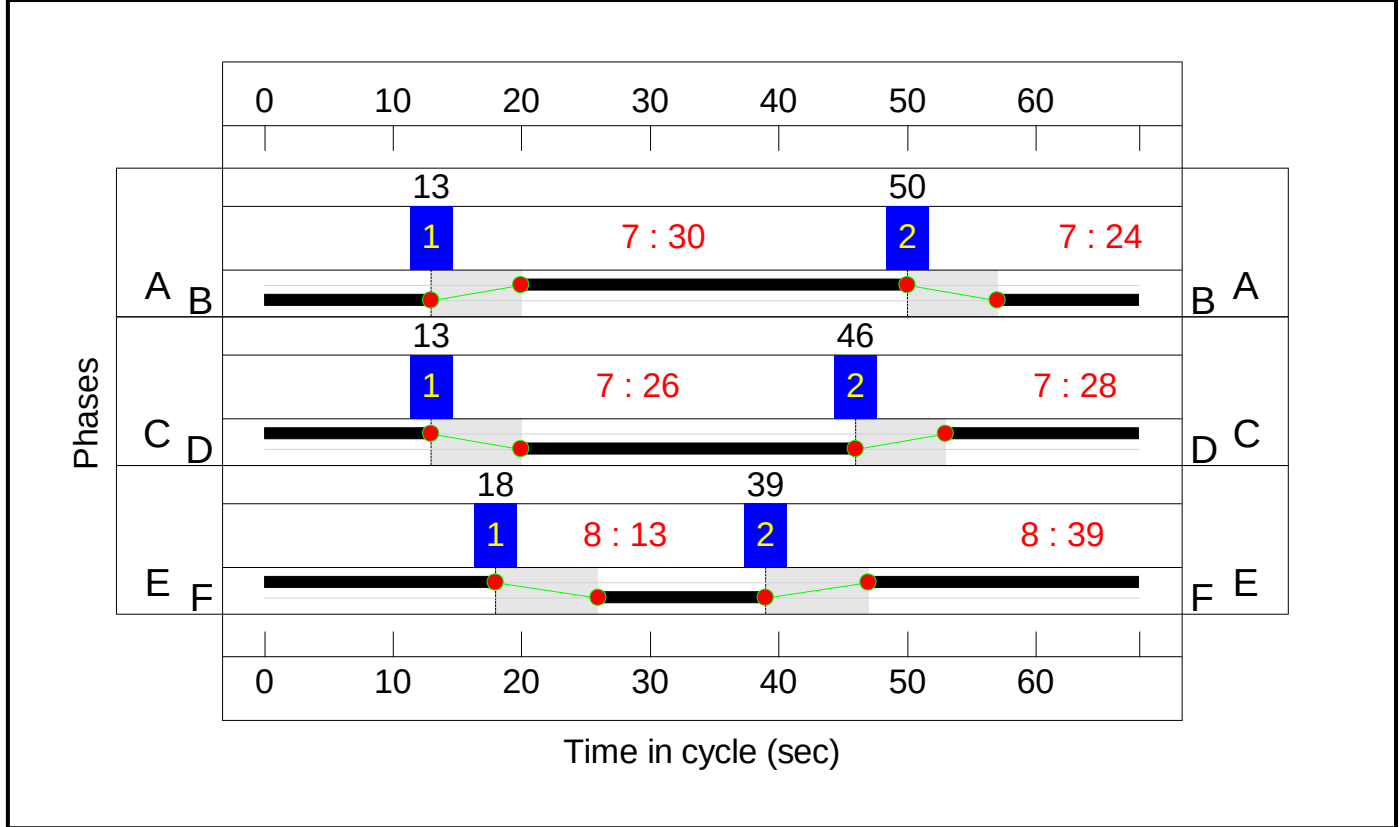
Stage Stream: 2

Stage	1	2
Duration	26	28
Change Point	13	46

Stage Stream: 3

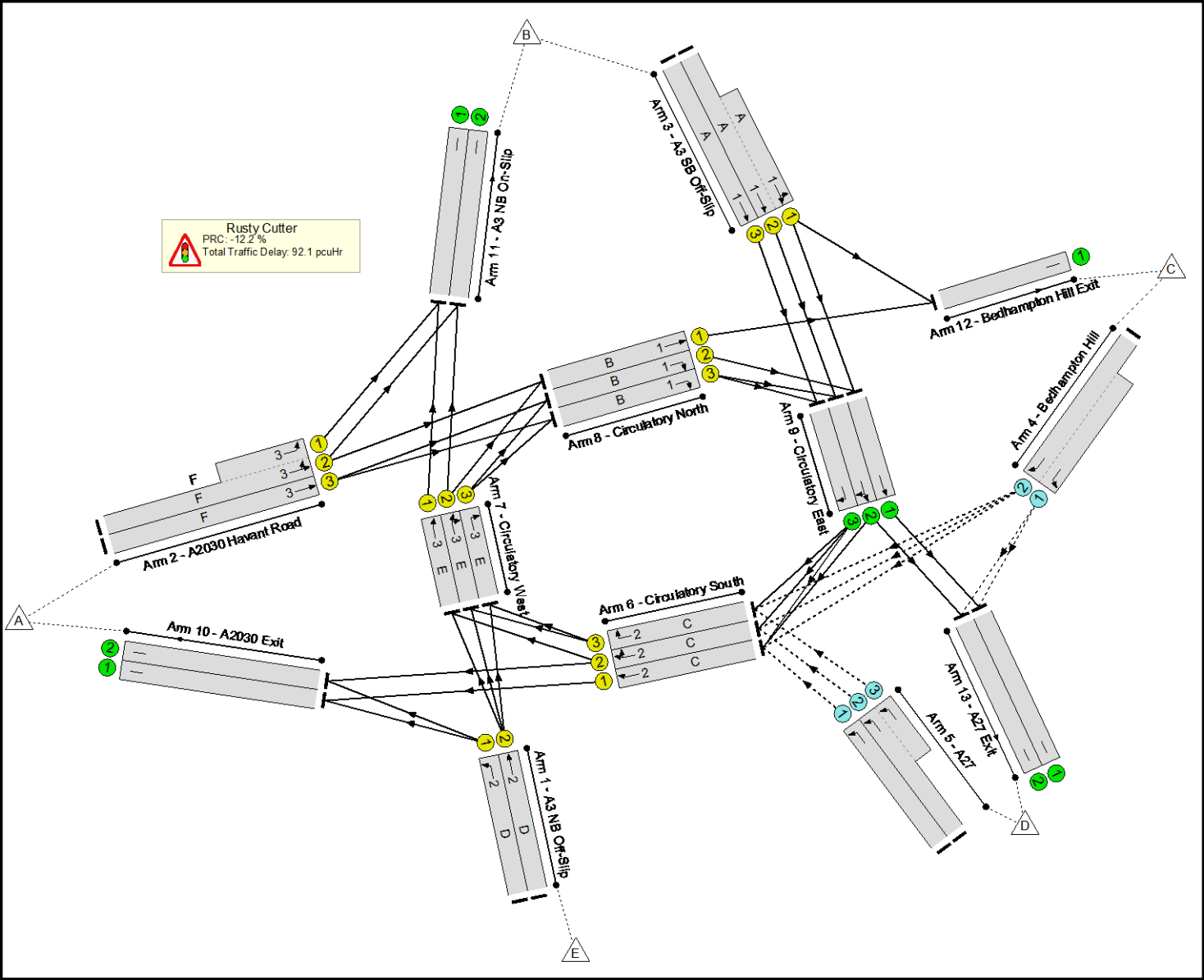
Stage	1	2
Duration	13	39
Change Point	18	39

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	101.0%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	101.0%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	26	-	63	1900	754	8.4%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	26	-	778	1996	793	98.2%
2/2+2/1	A2030 Havant Road Ahead Left	U	3	N/A	F		1	13	-	681	2205:2095	403+402	84.5 : 84.5%
2/3	A2030 Havant Road Ahead	U	3	N/A	F		1	13	-	448	2165	446	100.5%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	30	-	1274	2135:1971	728+728	87.5 : 87.5%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	30	-	415	2135	973	42.6%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	732	2225:2115	525+590	60.3 : 70.3%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	292	2039	1023	28.5%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	951	2029:2039	1016+1018	46.8 : 46.8%
6/1	Circulatory South Ahead	U	2	N/A	C		1	28	-	627	2015	859	73.0%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	28	-	842	1955	834	101.0%
6/3	Circulatory South Right	U	2	N/A	C		1	28	-	506	1955	834	60.7%
7/1	Circulatory West Ahead	U	3	N/A	E		1	39	-	506	1965	1156	43.5%
7/2	Circulatory West Right Ahead	U	3	N/A	E		1	39	-	708	2155	1268	55.9%
7/3	Circulatory West Right	U	3	N/A	E		1	39	-	575	2105	1238	46.4%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	523	1955	719	72.8%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	512	1955	719	71.1%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	511	1915	704	72.4%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1083	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	1148	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1291	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1355	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	3658	0	0	38.1	54.1	0.0	92.1	-	-	-	-
Rusty Cutter	-	-	3658	0	0	38.1	54.1	0.0	92.1	-	-	-	-
1/1	63	63	-	-	-	0.2	0.0	-	0.3	15.4	0.7	0.0	0.8
1/2	778	778	-	-	-	4.4	10.8	-	15.2	70.1	14.5	10.8	25.3
2/2+2/1	681	681	-	-	-	4.8	2.6	-	7.4	39.4	6.0	2.6	8.7
2/3	448	446	-	-	-	3.4	11.2	-	14.6	117.2	8.5	11.2	19.7
3/2+3/1	1274	1274	-	-	-	5.2	3.4	-	8.6	24.2	9.6	3.4	12.9
3/3	415	415	-	-	-	1.4	0.4	-	1.8	15.7	5.2	0.4	5.6
4/2+4/1	732	732	1464	0	0	1.1	0.9	-	2.0	10.0	3.1	0.9	4.1
5/1	292	292	292	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
5/2+5/3	951	951	1902	0	0	0.0	0.4	-	0.4	1.7	0.8	0.4	1.2
6/1	627	627	-	-	-	2.4	1.3	-	3.8	21.7	10.3	1.3	11.6
6/2	842	834	-	-	-	4.5	16.7	-	21.2	90.6	16.1	16.7	32.8
6/3	506	506	-	-	-	2.1	0.8	-	2.9	20.3	7.2	0.8	8.0
7/1	503	503	-	-	-	0.4	0.4	-	0.8	5.9	1.1	0.4	1.5
7/2	708	708	-	-	-	0.7	0.6	-	1.3	6.8	4.0	0.6	4.6
7/3	575	575	-	-	-	2.4	0.4	-	2.8	17.6	10.9	0.4	11.3
8/1	523	523	-	-	-	2.3	1.3	-	3.6	24.6	9.5	1.3	10.8
8/2	511	511	-	-	-	1.4	1.2	-	2.6	18.1	8.7	1.2	9.9
8/3	510	510	-	-	-	1.4	1.3	-	2.7	18.9	8.7	1.3	10.0
9/1	1082	1082	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1147	1147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1290	1290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1354	1354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1 PRC for Signalled Lanes (%):				2.8	Total Delay for Signalled Lanes (pcuHr):				19.19	Cycle Time (s):		68
C1	Stream: 2 PRC for Signalled Lanes (%):				-12.2	Total Delay for Signalled Lanes (pcuHr):				43.25	Cycle Time (s):		68
C1	Stream: 3 PRC for Signalled Lanes (%):				-11.7	Total Delay for Signalled Lanes (pcuHr):				27.02	Cycle Time (s):		68
	PRC Over All Lanes (%):				-12.2	Total Delay Over All Lanes(pcuHr):				92.15			

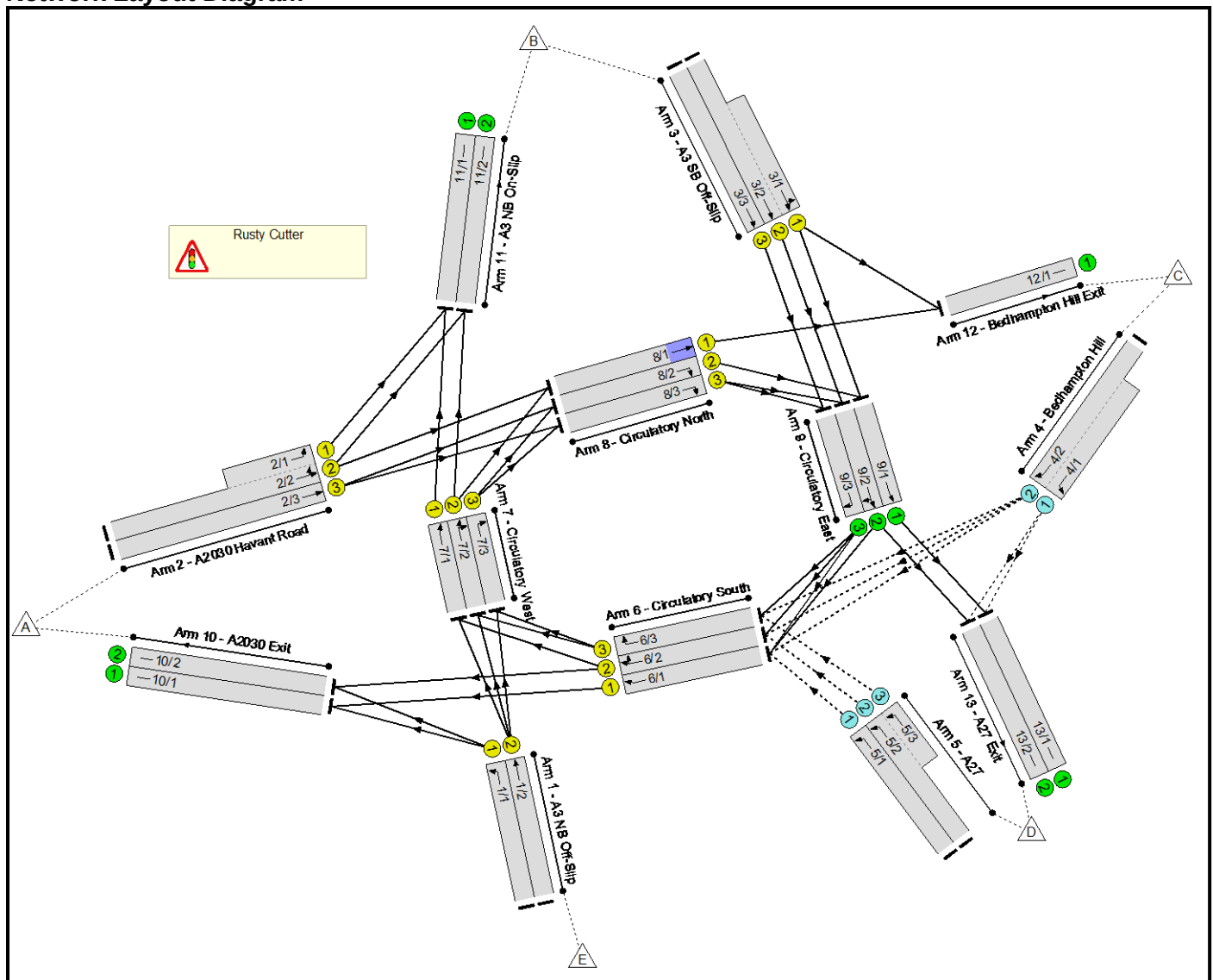
Full Input Data And Results

Full Input Data And Results

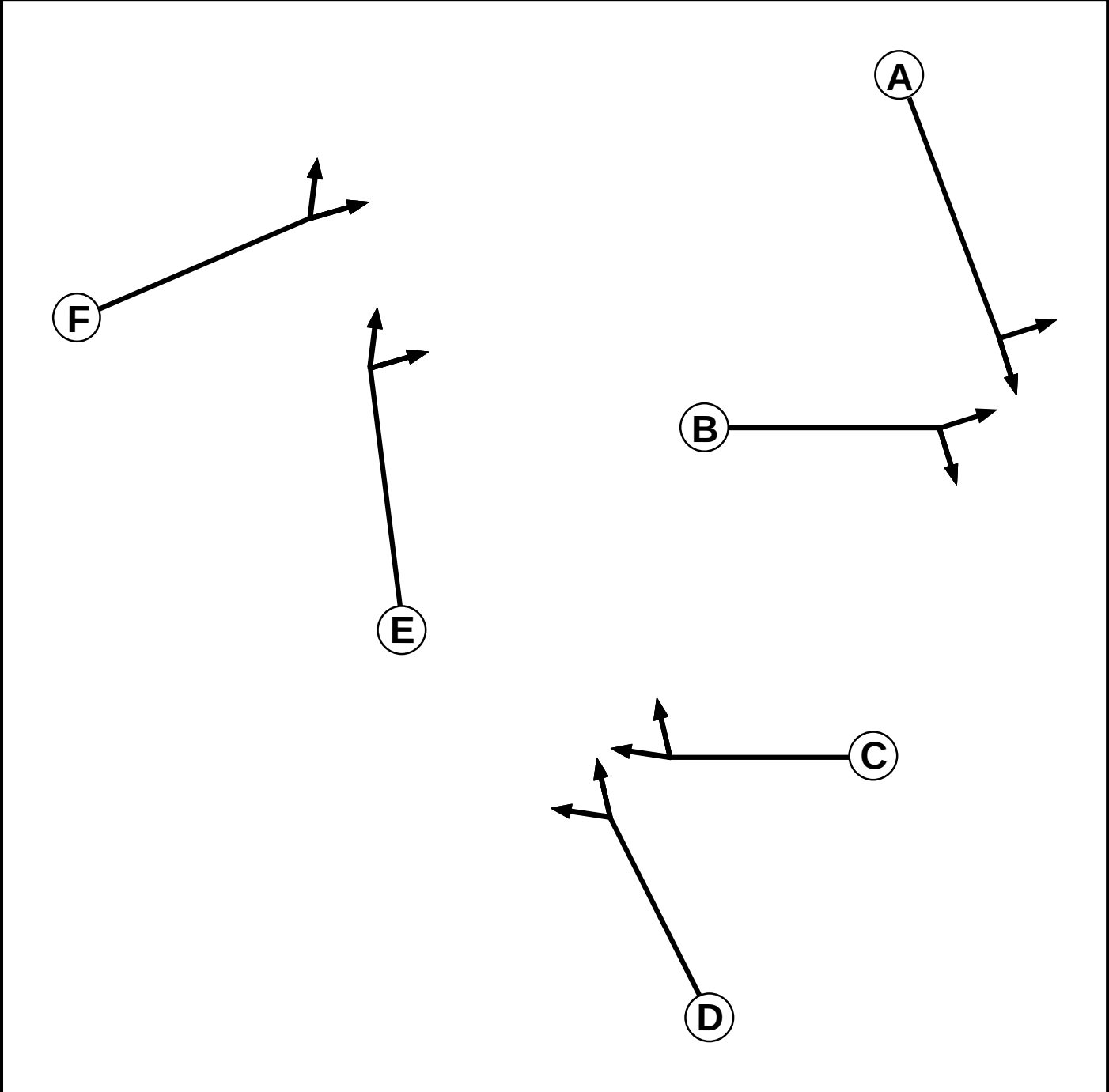
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	Rusty Cutter Junction Modelling – PM Peak (with signalised crossing)
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v7b 2016 Base PM - RAD - With Optimisation + imp.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7

Phase Intergreens Matrix

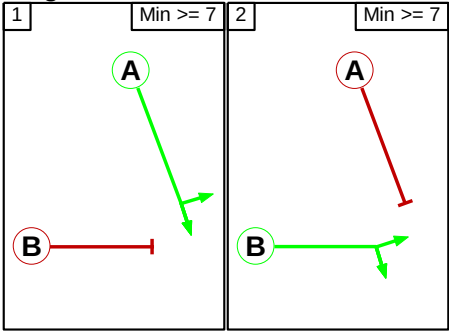
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	-	-	-
	B	7		-	-	-	-
	C	-	-		7	-	-
	D	-	-	7		-	-
	E	-	-	-	-		8
	F	-	-	-	-	8	

Phases in Stage

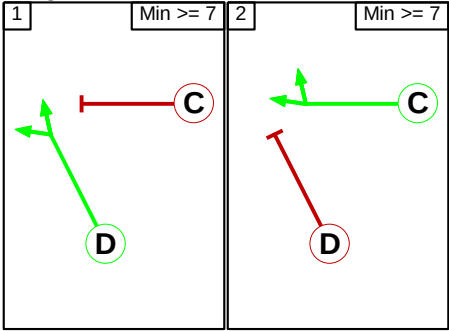
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C
3	1	E
3	2	F

Stage Diagram

Stage Stream: 1

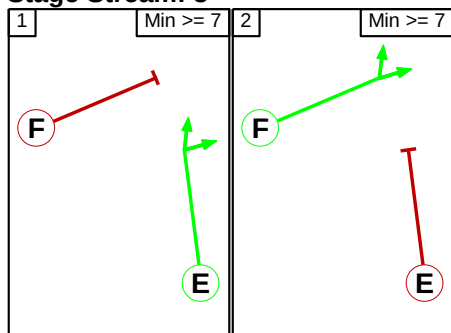


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		8
	2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
4/1 (Bedhampton Hill)	13/1 (Left)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
	13/2 (Left)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
4/2 (Bedhampton Hill)	6/1 (Ahead)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
				9/3	0.47	All					
	6/2 (Ahead)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
				9/3	0.47	All					
				9/1	0.47	All					
	6/3 (Ahead)	1531	0	9/2	0.47	All					
				9/3	0.47	All					
5/1 (A27)	6/1 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-
5/3 (A27)	6/3 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-

Full Input Data And Results

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Left	38.00
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.20	0.00	N	Arm 7 Ahead	38.00
2/1 (A2030 Havant Road)	U	F	2	3	7.0	Geom	-	4.80	0.00	Y	Arm 11 Left	Inf
2/2 (A2030 Havant Road)	U	F	2	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
2/3 (A2030 Havant Road)	U	F	2	3	60.0	Geom	-	4.10	0.00	N	Arm 8 Ahead	Inf
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	70.00
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Bedhampton Hill)	O		2	3	12.5	Geom	-	5.00	0.00	Y	Arm 13 Left	Inf
4/2 (Bedhampton Hill)	O		2	3	60.0	Geom	-	4.70	0.00	N	Arm 6 Ahead	Inf
5/1 (A27)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	40.00
5/2 (A27)	O		2	3	7.0	Geom	-	3.50	0.00	N	Arm 6 Left	40.00
5/3 (A27)	O		2	3	5.2	Geom	-	3.60	0.00	N	Arm 6 Left	40.00
6/1 (Circulatory South)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circulatory South)	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Circulatory South)	U	C	2	3	15.8	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf

Full Input Data And Results

7/1 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf
7/2 (Circulatory West)	U	E	2	3	11.3	Geom	-	4.00	0.00	N	Arm 8 Right	Inf
7/3 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	N	Arm 11 Ahead	Inf
7/3 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	N	Arm 8 Right	Inf
8/1 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 12 Ahead	Inf
8/2 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 9 Right	Inf
8/3 (Circulatory North)	U	B	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 9 Right	Inf
9/1 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev'	16:00	17:00	01:00	
7: '2028 PM Peak Plus Com Dev Plus Prop Dev'	16:00	17:00	01:00	

Scenario 4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev' (FG4: '2023 PM Peak Plus Com Dev Plus 50%

Full Input Data And Results
Prop Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	302	376	274	0	952
	B	325	0	91	895	0	1311
	C	309	74	0	411	0	794
	D	349	1083	45	0	0	1477
	E	94	4	394	177	0	669
	Tot.	1077	1463	906	1757	0	5203

Traffic Lane Flows

Lane	Scenario 4: 2023 PM Peak Plus Com Dev Plus 50% Prop Dev
Junction: Rusty Cutter	
1/1	94
1/2	575
2/1 (short)	302
2/2 (with short)	678(In) 376(Out)
2/3	274
3/1 (short)	493
3/2 (with short)	986(In) 493(Out)
3/3	325
4/1 (short)	411
4/2 (with short)	794(In) 383(Out)
5/1	349
5/2 (with short)	1128(In) 564(Out)
5/3 (short)	564
6/1	665
6/2	919
6/3	601
7/1	603
7/2	997
7/3	177
8/1	815
8/2	225
8/3	226
9/1	627
9/2	719
9/3	325
10/1	712
10/2	365
11/1	905
11/2	558
12/1	906
13/1	833
13/2	924

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.5 %	1967	1967
				Arm 12 Left	70.00	18.5 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	65.4 %	1955	1955
				Arm 10 Ahead	Inf	34.6 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	44.0 %	2155	2155
				Arm 11 Ahead	Inf	56.0 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.5 %	1967	1967
				Arm 12 Left	70.00	18.5 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	65.4 % 34.6 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right Arm 11 Ahead	Inf Inf	44.0 % 56.0 %	2155	2155
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/2 (Circulatory East Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 7: '2028 PM Peak Plus Com Dev Plus Prop Dev' (FG7: '2028 PM Peak Plus Com Dev Plus Prop Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	325	397	305	0	1027
	B	354	0	96	939	0	1389
	C	327	77	0	432	0	836
	D	377	1137	47	0	0	1561
	E	117	5	414	186	0	722
	Tot.	1175	1544	954	1862	0	5535

Traffic Lane Flows

Lane	Scenario 7: 2028 PM Peak Plus Com Dev Plus Prop Dev
Junction: Rusty Cutter	
1/1	117
1/2	605
2/1 (short)	325
2/2 (with short)	722(In) 397(Out)
2/3	305
3/1 (short)	518
3/2 (with short)	1035(In) 517(Out)
3/3	354
4/1 (short)	432
4/2 (with short)	836(In) 404(Out)
5/1	377
5/2 (with short)	1184(In) 592(Out)
5/3 (short)	592
6/1	717
6/2	971
6/3	631
7/1	633
7/2	1047
7/3	186
8/1	858
8/2	246
8/3	245
9/1	668
9/2	762
9/3	354
10/1	776
10/2	399
11/1	958
11/2	586
12/1	954
13/1	884
13/2	978

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.5 %	1967	1967
				Arm 12 Left	70.00	18.5 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	64.9 %	1955	1955
				Arm 10 Ahead	Inf	35.1 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	44.0 %	2155	2155
				Arm 11 Ahead	Inf	56.0 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.5 %	1967	1967
				Arm 12 Left	70.00	18.5 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	64.9 %	1955	1955
				Arm 10 Ahead	Inf	35.1 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	44.0 %	2155	2155
				Arm 11 Ahead	Inf	56.0 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

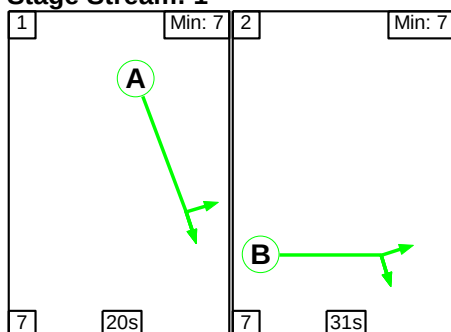
Full Input Data And Results

9/2 (Circulatory East Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

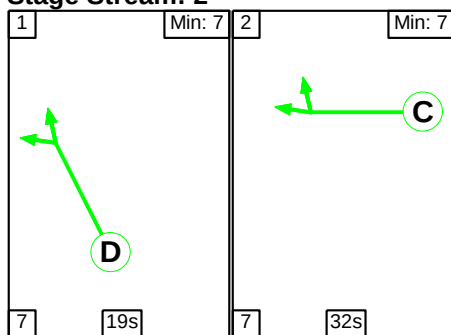
Scenario 4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev' (FG4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

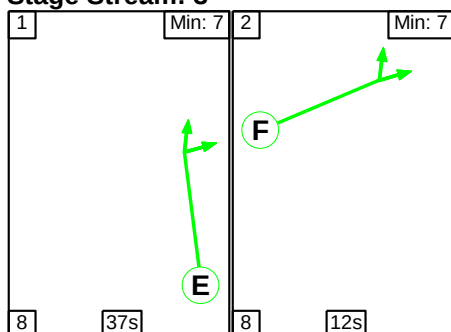
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	31
Change Point	13	40

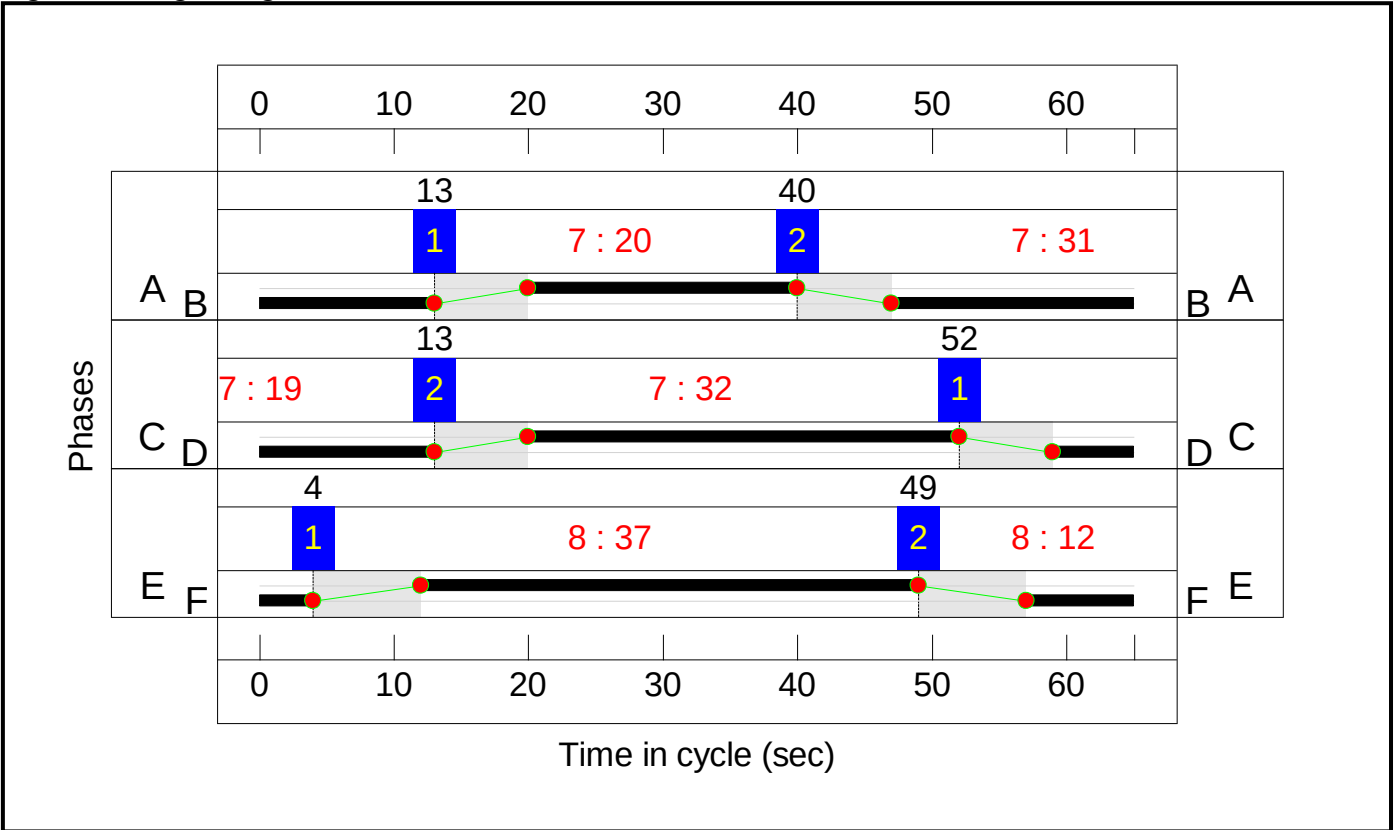
Stage Stream: 2

Stage	1	2
Duration	19	32
Change Point	52	13

Stage Stream: 3

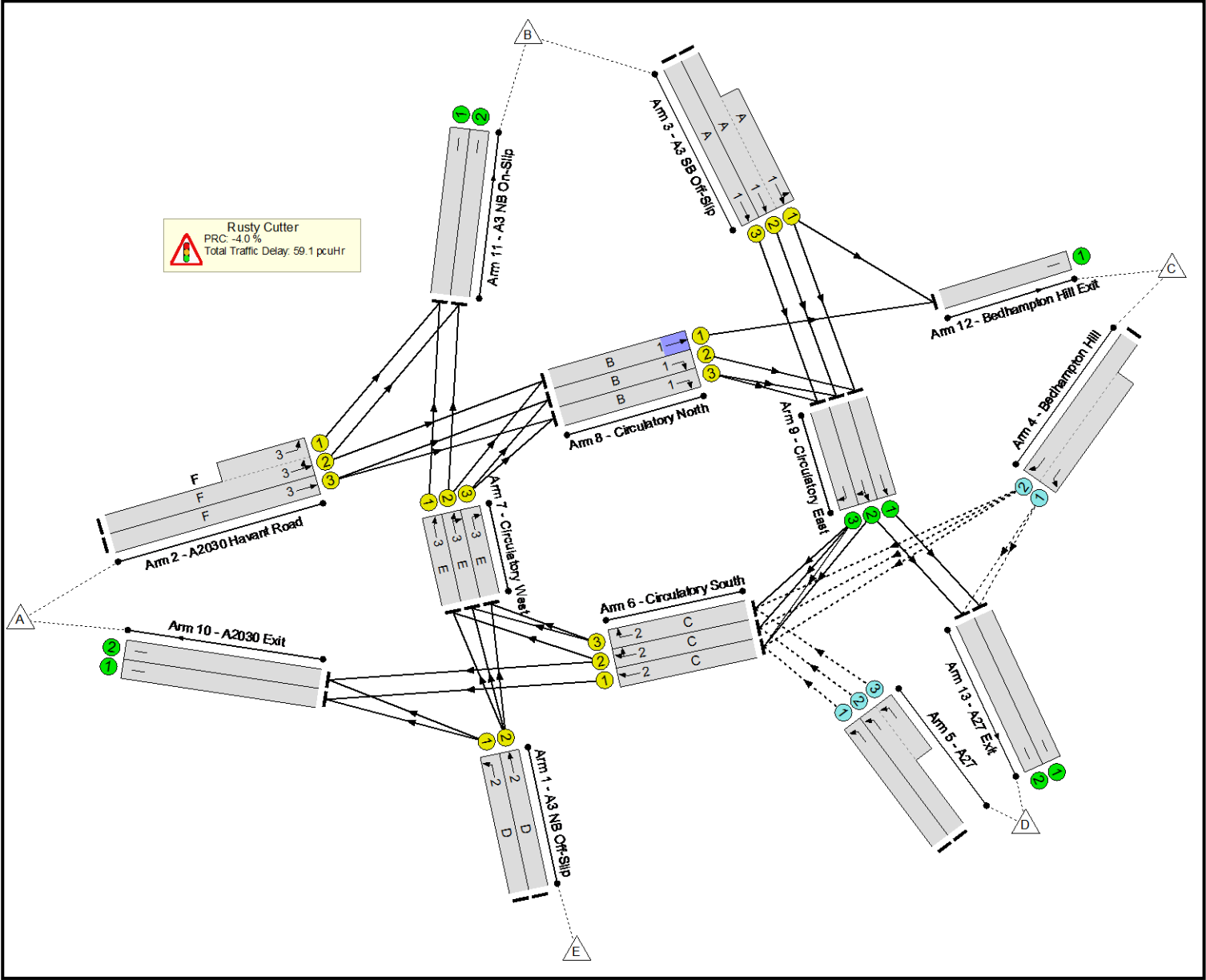
Stage	1	2
Duration	37	12
Change Point	4	49

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	94	1900	585	16.1%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	575	1996	614	93.6%
2/2+2/1	A2030 Havant Road Ahead Left	U	3	N/A	F		1	12	-	678	2205:2095	424+341	88.6 : 88.6%
2/3	A2030 Havant Road Ahead	U	3	N/A	F		1	12	-	274	2165	433	63.3%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	20	-	986	2135:1967	604+604	81.7 : 81.7%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	325	2135	690	47.1%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	794	2225:2115	874+919	43.8 : 44.7%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	349	2039	1057	33.0%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1128	2029:2039	1017+1017	55.5 : 55.5%
6/1	Circulatory South Ahead	U	2	N/A	C		1	32	-	665	2015	1023	65.0%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	32	-	919	1955	993	92.6%
6/3	Circulatory South Right	U	2	N/A	C		1	32	-	601	1955	993	60.6%
7/1	Circulatory West Ahead	U	3	N/A	E		1	37	-	603	1965	1149	52.5%
7/2	Circulatory West Right Ahead	U	3	N/A	E		1	37	-	997	2155	1260	79.1%
7/3	Circulatory West Right	U	3	N/A	E		1	37	-	177	2105	1231	14.4%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	815	1955	962	84.7%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	225	1955	962	23.4%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	226	1915	943	24.0%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	4193	0	0	32.4	26.7	0.0	59.1	-	-	-	-
Rusty Cutter	-	-	4193	0	0	32.4	26.7	0.0	59.1	-	-	-	-
1/1	94	94	-	-	-	0.4	0.1	-	0.5	20.1	1.2	0.1	1.3
1/2	575	575	-	-	-	3.5	5.7	-	9.2	57.5	10.1	5.7	15.8
2/2+2/1	678	678	-	-	-	4.7	3.6	-	8.2	43.8	6.5	3.6	10.1
2/3	274	274	-	-	-	1.8	0.9	-	2.7	35.0	4.5	0.9	5.3
3/2+3/1	986	986	-	-	-	5.4	2.2	-	7.6	27.6	7.9	2.2	10.1
3/3	325	325	-	-	-	1.6	0.4	-	2.0	22.5	4.6	0.4	5.0
4/2+4/1	794	794	1588	0	0	0.6	0.4	-	0.9	4.3	2.6	0.4	3.0
5/1	349	349	349	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
5/2+5/3	1128	1128	2256	0	0	0.0	0.6	-	0.6	2.0	1.3	0.6	1.9
6/1	665	665	-	-	-	1.9	0.9	-	2.9	15.6	7.1	0.9	8.0
6/2	919	919	-	-	-	3.4	5.4	-	8.9	34.8	14.8	5.4	20.3
6/3	601	601	-	-	-	1.9	0.8	-	2.7	16.2	7.8	0.8	8.5
7/1	603	603	-	-	-	0.9	0.6	-	1.4	8.6	2.4	0.6	3.0
7/2	997	997	-	-	-	1.7	1.9	-	3.6	12.9	9.1	1.9	11.0
7/3	177	177	-	-	-	0.2	0.1	-	0.3	5.6	2.4	0.1	2.5
8/1	815	815	-	-	-	3.1	2.7	-	5.8	25.4	8.6	2.7	11.3
8/2	225	225	-	-	-	0.6	0.2	-	0.8	12.5	1.8	0.2	1.9
8/3	226	226	-	-	-	0.6	0.2	-	0.8	12.7	1.8	0.2	1.9
9/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

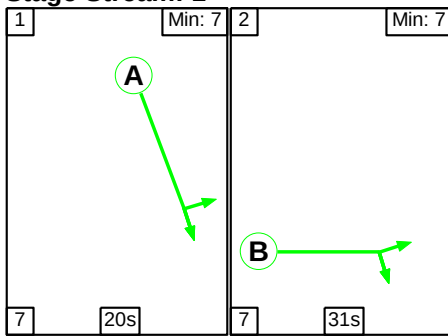
11/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			Stream: 1 PRC for Signalled Lanes (%):			6.3			Total Delay for Signalled Lanes (pcuHr):		16.93		Cycle Time (s):	65
C1			Stream: 2 PRC for Signalled Lanes (%):			-4.0			Total Delay for Signalled Lanes (pcuHr):		24.16		Cycle Time (s):	65
C1			Stream: 3 PRC for Signalled Lanes (%):			1.6			Total Delay for Signalled Lanes (pcuHr):		16.20		Cycle Time (s):	65
			PRC Over All Lanes (%):			-4.0			Total Delay Over All Lanes(pcuHr):		59.13			

Full Input Data And Results

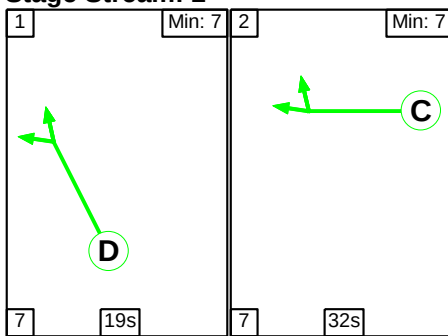
Scenario 7: '2028 PM Peak Plus Com Dev Plus Prop Dev' (FG7: '2028 PM Peak Plus Com Dev Plus Prop Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

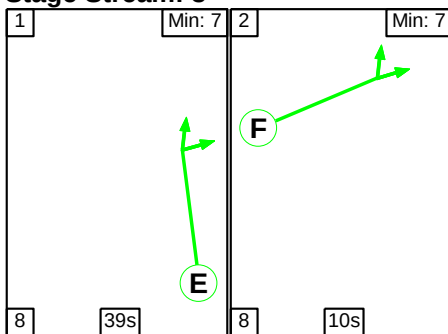
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	31
Change Point	13	40

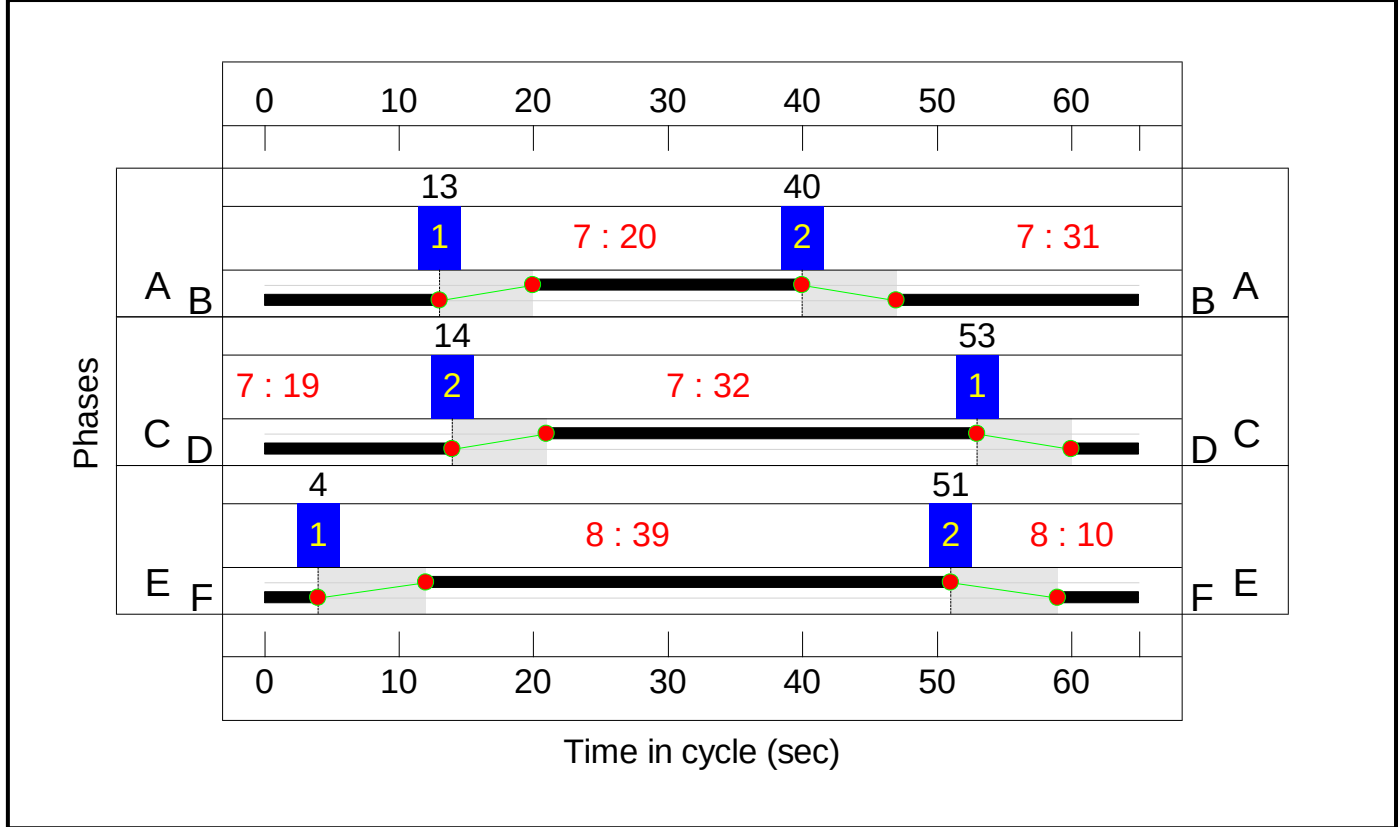
Stage Stream: 2

Stage	1	2
Duration	19	32
Change Point	53	14

Stage Stream: 3

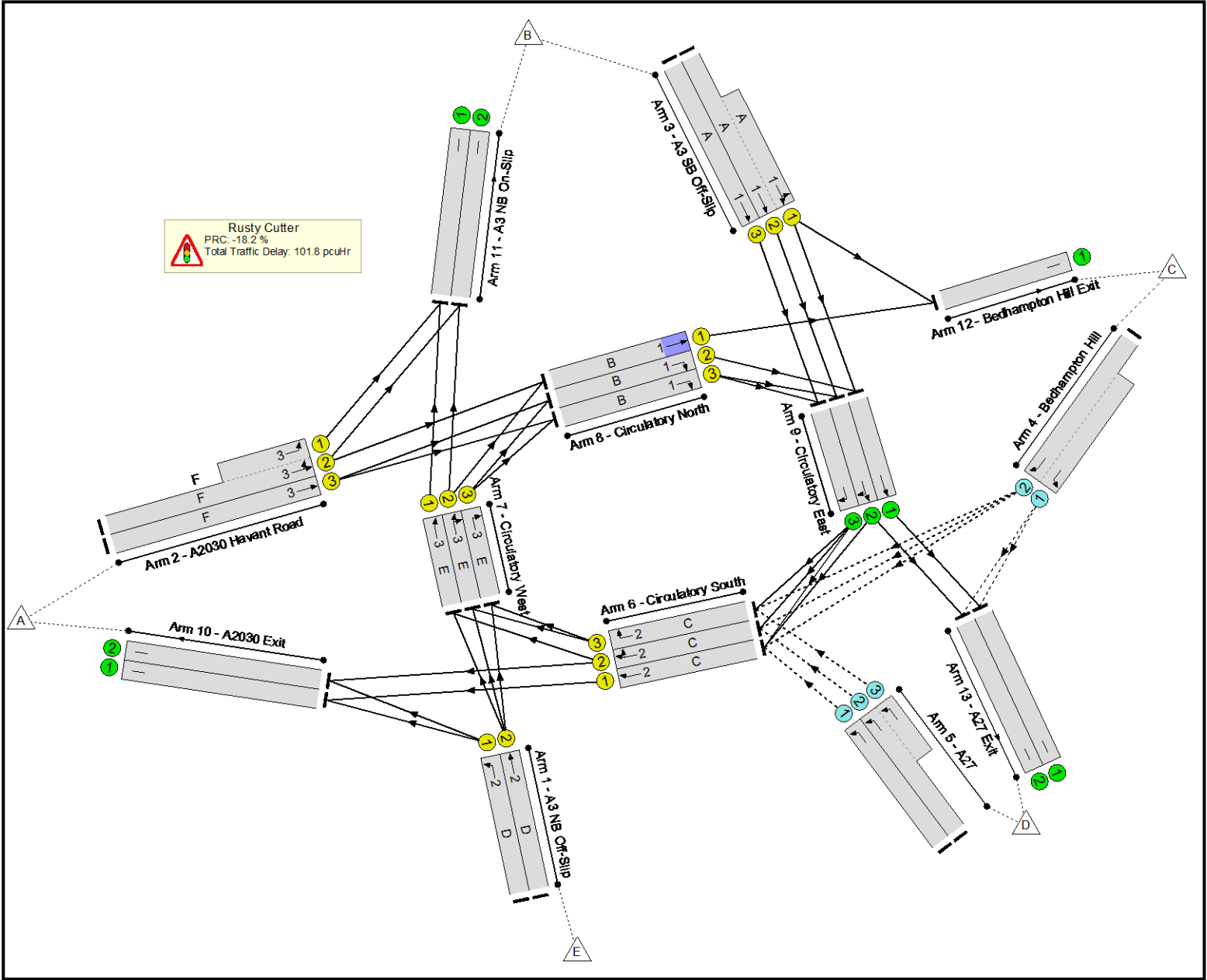
Stage	1	2
Duration	39	10
Change Point	4	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.4%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	106.4%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	117	1900	585	20.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	605	1996	614	98.5%
2/2+2/1	A2030 Havant Road Ahead Left	U	3	N/A	F		1	10	-	722	2205:2095	373+305	106.4 : 106.4%
2/3	A2030 Havant Road Ahead	U	3	N/A	F		1	10	-	305	2165	366	83.2%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	20	-	1035	2135:1967	602+604	85.8 : 85.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	354	2135	690	51.3%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	836	2225:2115	839+882	48.2 : 49.0%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	377	2039	1046	36.1%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1184	2029:2039	1017+1017	58.2 : 58.2%
6/1	Circulatory South Ahead	U	2	N/A	C		1	32	-	717	2015	1023	70.1%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	32	-	971	1955	993	97.8%
6/3	Circulatory South Right	U	2	N/A	C		1	32	-	631	1955	993	63.6%
7/1	Circulatory West Ahead	U	3	N/A	E		1	39	-	633	1965	1209	52.3%
7/2	Circulatory West Right Ahead	U	3	N/A	E		1	39	-	1047	2155	1326	79.0%
7/3	Circulatory West Right	U	3	N/A	E		1	39	-	186	2105	1295	14.4%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	858	1955	962	86.7%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	246	1955	962	25.6%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	245	1915	943	26.0%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	4417	0	0	37.1	64.7	0.0	101.8	-	-	-	-
Rusty Cutter	-	-	4417	0	0	37.1	64.7	0.0	101.8	-	-	-	-
1/1	117	117	-	-	-	0.5	0.1	-	0.7	20.5	1.5	0.1	1.7
1/2	605	605	-	-	-	3.8	10.2	-	14.0	83.2	10.8	10.2	21.0
2/2+2/1	722	679	-	-	-	6.6	28.1	-	34.7	173.1	8.6	28.1	36.7
2/3	305	305	-	-	-	2.2	2.3	-	4.5	53.4	5.3	2.3	7.6
3/2+3/1	1035	1035	-	-	-	5.7	2.9	-	8.7	30.1	8.5	2.9	11.4
3/3	354	354	-	-	-	1.8	0.5	-	2.3	23.2	5.1	0.5	5.6
4/2+4/1	836	836	1672	0	0	0.7	0.5	-	1.2	5.0	2.8	0.5	3.3
5/1	377	377	377	0	0	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
5/2+5/3	1184	1184	2368	0	0	0.0	0.7	-	0.7	2.2	1.6	0.7	2.3
6/1	717	717	-	-	-	2.1	1.2	-	3.3	16.5	7.9	1.2	9.1
6/2	971	971	-	-	-	3.8	11.1	-	14.9	55.3	17.0	11.1	28.1
6/3	631	631	-	-	-	2.1	0.9	-	3.0	16.9	8.4	0.9	9.2
7/1	633	633	-	-	-	0.9	0.5	-	1.4	8.1	2.6	0.5	3.2
7/2	1047	1047	-	-	-	1.6	1.9	-	3.4	11.7	9.3	1.9	11.1
7/3	186	186	-	-	-	0.2	0.1	-	0.2	4.6	2.0	0.1	2.1
8/1	834	834	-	-	-	3.6	3.1	-	6.7	29.0	9.6	3.1	12.7
8/2	246	246	-	-	-	0.7	0.2	-	0.9	13.3	2.0	0.2	2.2
8/3	245	245	-	-	-	0.7	0.2	-	0.9	13.4	2.0	0.2	2.2
9/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

[illegible]